

THE ILLUSTRATED LONDON NEWS

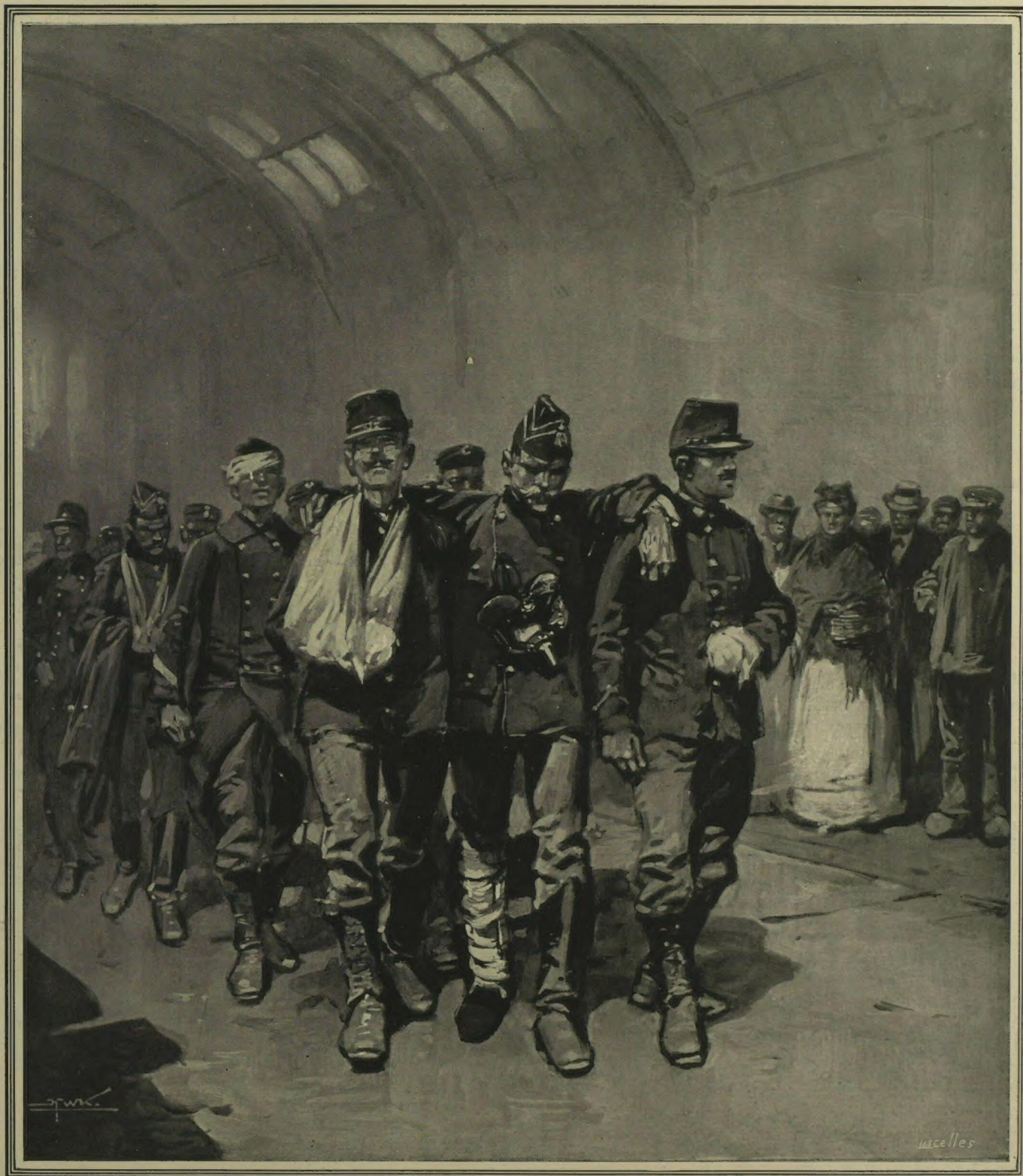
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SATURDAY, AUGUST 15, 1914.

SIXPENCE.

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STILL TREASURING HIS TROPHY OF WAR: BELGIAN WOUNDED RETURNING FROM LIÈGE—THE CENTRE MAN WITH A GERMAN HELMET SLUNG FROM ONE OF THE BUTTONS OF HIS TUNIC.

With regard to his sketch, Mr. George Lynch writes: "Quite a number of wounded Belgian soldiers were travelling with me yesterday. Three of them who got out at one station formed a curious group as, with a string of wounded, they went along the platform. Two—one wounded in the hand, one in the arm—were helping a comrade who had a leg in splints. The centre man carried as his personal trophy from the battlefield a German helmet. He bore it hanging in front of him, slung from one of

his tunic buttons. That helmet must surely help to cure his leg—Vive l'armée Belgique!" One of the most rousing sights indeed in the streets of Brussels and Bruges during the past week has been the display of similar battle-mementos and relics picked up mostly by the soldiers of the heroic Third Division during and after the hand-to-hand fighting round the Liège forts—helmets, rifles, and various other articles of German equipment, offering to the tamest-spirited citizen an "object lesson" that has hardly failed to go home.

DRAWN BY H. W. KORKKOEK FROM A SKETCH BY GEORGE LYNCH, ONE OF OUR SPECIAL ARTISTS AND CORRESPONDENTS IN BELGIUM

THE FIRST WEEK OF THE WAR.

THE entry of Great Britain into the Great War of 1914 dates from August 4, when Germany rejected the British ultimatum demanding an assurance that the neutrality of Belgium should be respected. The ultimatum was despatched on the previous day at the same time that the order was issued for the mobilisation of the British Fleet. On its rejection, orders were given for the British Army to mobilise. Germany had declared war with Russia on Aug. 1, and with France on Aug. 3. Within a few hours of the British declaration hostilities at sea opened with the sinking of the German mine-layer *Königin Luise*. Very shortly afterwards in the same neighbourhood the British cruiser *Amphion* was sunk by a German mine off Harwich, with a loss of over 140 men. Two German corps invaded Belgium on Aug. 5. On Aug. 6 Lord Kitchener assumed charge as Minister of War, and on the same day Parliament authorised the increase of the Army by 500,000 men and of the Navy by 67,000 men, and unanimously passed a Vote of Credit for £100,000,000. On the same eventful day the news arrived of Italy's final decision to remain neutral and of the first fierce fighting in front of Liège. The Germans, it was said, had been checked by the forts, and beaten back with losses, according to one estimate, of 8,000 men killed and wounded. The King's "Call to Arms" to the nation was published on Aug. 7, the immediate response being the filling of the cadres of the Territorial Army, while numerous extra enrolment stations had to be opened in London and the provinces. Offers to send 48,000 soldiers of all arms followed from Canada, Australia, and New Zealand, and were warmly accepted by the Government. From abroad it was reported that the German cruisers *Goeben* and *Breslau*, stationed in the Mediterranean, had been chased by a British squadron, and, after coaling at Messina, had evaded their pursuers. They are said to have passed the Dardanelles and thus rendered themselves liable to be disarmed. Atlantic liners were reported to have put back to New York; and others got into port stating that they had been chased in mid-Atlantic. Many German merchantmen were brought into British ports between Aug. 6 and 10. Fighting, it was stated, began between these dates on the Russian frontier, mostly by cavalry raids on a small scale. From Aug. 6 to 9 the desperate attack of three German army corps on Liège continued incessantly night and day, resulting in the repulse of the invaders with fearful losses. On the 9th the Belgian division holding the city of Liège withdrew to 7.50 am the main army at Louvain, leaving the garrison of the forts strongly posted to withstand a fresh bombardment which, it is said, began on the 10th with siege-guns. On Aug. 10 also the left wing of the French Army is reported to have joined the main Belgian Army. Previous to that, on Aug. 9, the advance guard brigade of the French right wing invaded Alsace, fought a victorious action with an entrenched German force of equal numbers, and occupied Mülhausen and Kolmar. The news of entry into the lost province was received all over France with wild enthusiasm. At the same time, France declared war with Austria, in consequence of the news of the arrival of two Austrian army corps on the Rhine to assist the main German army. The German colony of Togoland was taken on August 9. By the latest official advices two German cavalry divisions were near Tongres, three army corps were near Liège, other troops entrenching along the line of the river Aisne, and a large force of all arms was crossing Luxembourg. German prisoners taken in both France and Belgium report the army short of food for men and horses. It is calculated that twenty of the twenty-five army corps Germany has, with one Austrian corps, are facing and in close touch with the allied French and Belgians (who are probably in at least equal strength) along a general line 200 miles long between Liège and Belfort in Alsace. Upwards of 4500 men had joined the British Army within twelve hours by the evening of the 10th; the mobilisation of the Territorials is now all but complete. Volunteers for service on the Continent have been called for from the Territorials.

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BY G. K. CHESTERTON.

THERE is a publication called *Healthward Ho!* edited by Mr. Eustace Miles, which is a recurrent delight to me. Part of it is about cheese and tomato biscuits, which sounds very nice. Some of it is about Proteid Powder, which does not sound at all nice. And the rest is about all sorts of extraordinary things, such as Christian Science and the Transmigration of Souls. With the exception of such things as biscuits, most of the things are fairly mysterious. In the department of diet I find this immediately under the rather cryptic title of "Tea and Coffee." "Here we have the best statement of all, though whether the dry leaves of the strawberry are absolutely harmless as a drink I do not know." Nor do I. But I should say that any man sufficiently strenuous to use a dry leaf as a drink would survive anything that could happen to him afterwards. And why tea and coffee? Do Dukes insist on strawberry-leaves when other people are content with tea-leaves? In the department of news I learn that the Old House has been visited by the Cosmos Society and the Normal Club. The New Thought and the Higher Thought also seemed to have dropped in. "Amongst them were Mr. O. Miller, Mrs. Miltitz, Mr. Harry Gaze (the 'Live-for-ever' man), Mr. F. L. Rawson, and Miss Callow, of the Higher Thought Centre." I mean no impertinence to these doubtless excellent individuals, but I must say that if the names of Callow and Gaze had appeared in an avowedly satiric novel by Mr. Wells or Mr. Belloc they could not have been better, and they might have seemed too good to be true. Especially do I enjoy a vision of Mr. Gaze, the "Live-for-ever" man. His name suggests exactly that bewitched and bewildered stare with which the modern mystics regard a world which will not fit in with their fancies. I drink health and good luck to Mr. Gaze, the "Live-for-ever" man. But I fear that if he takes his holiday in the gap of Belfort or along the banks of the Meuse just now, his chances of preserving the title will not be thereby increased.

There seems, indeed, something ghastly in jesting about such cranks at such a time as this, and yet everything human is relevant to human history, and this kind of thing has played quite enough part in our recent history to be a part of the make-up of national quarrels and decisions. The things that Englishmen of all parties tend most to lose, and should try most to keep, are simplicity and reality: the power of seeing what is there. I will take an example from what may be called the third department in this remarkable pamphlet, the department of metaphysics and morals. The Hygienist is here highly anxious to secure the co-operation of the New Thought, the Higher Thought, and even the Christian Scientists. At first sight the alliance seems sufficiently insane. For the Hygienist is urging that if you take care of the body the soul will benefit by it; while the Christian Scientist is urging that if you take care of the soul the body will take care of itself. As to whether there is any body, I cannot quite fix the Eddyite doctrine, but have formed an opinion of my own. But such a trifle as contradicting yourself flatly about the first article of your own creed is nothing in that Higher Synthesis which the modern world is supposed to be demanding. As far as I understand, it is ready to embrace all religions, except reasonable religions. So the Hygienist makes a valiant effort to effect a compromise that will keep all the prigs in one pen, and in so doing gives some strange instances of that unreality which is eating us all like an invisible and deadly air.

"Besides," he says, "the care of the body appeals to some people more than the Higher Thought does. We are living on different planes. There are some who refuse to practise Self-Suggestion, but who are quite willing to try Breathing, or some other part of Physical Culture."

There are—in fact, I am one of them. I most decidedly refuse to practise Self-Suggestion. But I

am quite willing to try Breathing. Indeed, I tried it at the very earliest opportunity which Nature gave me; and since then I have used no other. There is also a tradition in my family that Breathing had been practised even earlier than this. My own grandfather often breathed. Some say that the founder of our house eventually breathed himself to death; but others (rather paradoxically) maintain that his death was really due to a too abrupt abandonment of the habit. I suppose in this particular context it means breathing a great deal, or breathing very little, or breathing universally, or breathing vertically, or breathing spirally, or in some other way filling one's belly with the east wind. For myself, I am not spiral. I never could blow smoke-rings: I have never inhaled my smoke: and I certainly am not going to swallow such unfragrant smoke as this. This sort contradicts the proverb: here most certainly there is smoke without fire.

I do not know Mr. Eustace Miles personally, but I must confess that I like him: he seems to me to be sincere, and much simpler as well as much saner than many of his followers. But he is chiefly in danger rather from his leaders than his followers. He allows himself to be lectured by a lot of Pundits who suppose they have a true explanation of life when they have only got a false simplification of it. I remember a man of this sort who told me he was on a spiritual plane ("we are on different planes") on which yes and no, black and white, right and wrong, right and left, were all equal. I regarded him as I should any boastful aviator who told me that from the height to which he had risen all London looked like an exact chess-board, with all the squares and streets the same size. In short, I regarded him as a liar. London streets are not equally long, seen from a flying-ship or from anywhere else. And human sins or sorrows are not equally serious, seen in a vision or anywhere else. The danger of Mr. Eustace Miles, and other honest people, is that of accepting these sweeping falsehoods because they seem too simple to be anything but truths. Thus (for an instance at random) when some idealist says we should have Love rather than Hate, he says something which, stated more subtly, is true, but stated so simply is false. He leaves out the fact that (given certain provocations) hate is the healthy child of love, and merely proves that love is alive. But since these matters are really complex and the modern world has been left without any real religious or moral culture for deciding them, I suggest to Mr. Miles and others the little test involved in the comparison with the curious exercise called Breathing. Whenever he finds these people worrying about something that has some tendency to go right of itself, let him be sure that, in this wicked world, they are wasting time. The Higher Thinkers are wasting time in perpetually telling everybody to be "cheerful." Nobody wants to be cheerless; and only a very morbid few want to pretend to be. The predominant and permanent danger to human nature is that each man's cheerfulness may seem to every other man a particularly offensive form of indifference. The disadvantage of "the sunny side" is that when you walk on it you generally cover it with your shadow. At least, I do. You are wasting time if you only tell men to breathe and be happy. All men breathe until they die; and are happy until they have to be something else. So the Feminists are wasting time, drawing attention to the existence and dignity of Woman. It is an object which the average healthy man cannot keep his eyes off. So the Determinists are wasting time, telling people that their faults are not entirely their fault. There is really no need for Mr. Blatchford to issue a pontifical decree, telling all men to forgive themselves. Most of us have committed crimes: and were quite aware of all the excuses we had under the circumstances; and, strangely enough, we might be more likely than anybody else to mention them. But all these movements are essentially soft and rotten, because they are not assaulting the really strong places of human evil. It is vain to learn breathing if you must still name the tyrant under your breath. It is vain to be cheerful enough to smile when you are not courageous enough to speak. The cheerful serenity of your Higher Thought proves nothing, beyond proving once more that a man may smile and smile and be a villain.

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THE GREAT WAR: PROMINENT PERSONALITIES, BRITISH AND INDIAN.

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THE PRINCE OF WALES (AS GRENADIER),
Who has joined the Grenadiers, and started a
National Fund for relieving distress.



THE MAHARAJAH OF NEPAL (X),
Who has offered the military resources of Nepal
to the King, whom he is shown greeting.



THE BISHOP OF LONDON,
Who arranged to serve as Chaplain with the
London Rifle Brigade.



THE MAHARAJAH OF BIKANIR,
Who has placed the resources of his
State at the King's disposal.



LIEUTENANT-GENERAL LEMAN,
The gallant Leader of the Defenders
of Liège.



MAJOR-GENERAL W. P. PULTENEY,
Appointed to Command the Third Corps
of the Expeditionary Force.



THE NIZAM OF HYDERABAD,
Who has placed the resources of his
State at the King's disposal.



MAJOR-GENERAL SIR A. MURRAY,
Chief of Staff to Sir John French, Com-
mander-in-Chief of the Expeditionary Force.



MAJOR-GENERAL EDMUND ALLENBY,
Appointed to Command the Cavalry
Division of the Expeditionary Force.



THE LATE FLEET-PAYMASTER
JOSEPH T. GEDGE,
The officer killed in the "Amphion" disaster.



CAPTAIN CECIL H. FOX, R.N.,
Formerly Commander of the "Amphion,"
since appointed to the "Faulknor."



GENERAL SIR IAN HAMILTON,
Who has been appointed to Command the Home
Army.



ALLIES: BRITISH AND FRENCH OFFICERS.
(From left to right in front): Major-Gen. Allenby, Lieut.-Gen. Sir James
Grierson, Lieut.-Col. Vicomte de la Panouse, and Lieut.-Gen. Sir Douglas Haig.



LIEUTENANT-GENERAL SIR DOUGLAS HAIG,
Appointed to Command the First Corps of the
Expeditionary Force.

The Prince of Wales has set a fine example of patriotism to the young men of the country. He has been gazetted as a Second Lieutenant to the 1st Battalion of the Grenadier Guards. On Aug. 10 he left Buckingham Palace at 5 a.m., driving his own car, to join his regiment at Brentwood, appeared on parade at eight o'clock, and later took part in a route march. The Prince recently inaugurated, and is acting as Treasurer of, a National Fund for the relief of sufferers by the war.—The Bishop of London, as Chaplain of the London Rifle Brigade, arranged to accompany the Brigade for at least six weeks, wherever it should be ordered to serve.—The ruling Princes of India have

rallied to the support of the King-Emperor, who has received many loyal offers of help; among others, from the Gaekwar of Baroda, Maharajah Sir Chandra Shamsher Jang, of Nepal, the Nizam of Hyderabad, and the Maharajah of Bikanir.—Captain Cecil Fox, who was in command of the "Amphion" when she was sunk by a German mine, has been appointed to command the "Faulknor," one of the destroyers being built for Chile, and taken over by the Admiralty.—The group of British and French officers was taken recently at a French camp. Lieutenant-General Sir James Grierson is Commander of the Second Corps in the Expeditionary Force.

BELGIUM'S HEROIC RESISTANCE TO THE INVADER: GERMANS ATTACKING A LIÉGE FORT, AND VILLAGERS SEEKING REFUGE.

DRAWN BY S. BEGG FROM A SKETCH BY GEORGE LYNCH. SEE OUR SPECIAL ARTISTS AND CORRESPONDENTS IN BELGIUM.



THE FIERCEST OF THE ASSAULTS ON THE DEFENCES OF LIÉGE: THE ATTACK ON FORT FLÉRON—SHOWING ALSO BELGIANS FLYING FROM THE GERMANS WHO HAD JUST OCCUPIED THEIR VILLAGES.

During the earlier days of the fighting, when the Germans lost a very great number of men in their furious onslaught on the forts defending Liège, the most determined attack was that made on Fort Fléron, on the east of the town. Our drawing, which was done from a sketch made with the assistance of several eye-witnesses, shows on the right the German troops ascending the hill against the fort, with shells bursting over it from the artillery covering their advance. In the foreground are seen a number of refugees from surrounding villages just occupied by the Germans, some driving their cattle before them, making for a place of safety in the town. In the official news published by the Press Bureau on

the 12th, it was stated that, according to an unconfirmed report, the principal Liège forts were still holding out, though some of the smaller forts had been captured, and that the German bombardment of the forts was continuing without intermission. A report says that the German General von Stein, giving his version of the Liège siege, denied that the Germans had 20,000 men, but did not give figures. He is said to have added, further: "It must not be forgotten that the Belgian force was numerically superior to our own"! It should be mentioned that in the above drawing the fort and the background are treated somewhat diagrammatically, or as if seen through powerful glasses, rather than in precise perspective.

MODERN NAVAL WARFARE: NEW MUNITIONS AND APPLIANCES.

THE CRUCIAL TEST.

By A NAVAL EXPERT.

WAR by sea, of which this nation has had no experience for a hundred years, has come; and with it the putting to the final test of those novel and ingenious appliances which have been provided by the scientists and inventors of the last century for the destruction of men and material afloat. It is true that the last time our Fleet had any very serious work to do was in 1854-5, when we were at war with Russia. At that time, however, our ships had not to engage the ships of the enemy, for these locked themselves up in ports, and it was shown that the battle-ships of the period were unfitted to cope with the fortifications against which they were pitted at the bombardment of Sebastopol.

Since the great war which closed in 1815, fleet actions have been fought by the ships of nations other than Great Britain. Italy and Austria at Lissa, China and Japan at the Yalu, the United States and Spain at Santiago, and other nations in less famous engagements, have all tried their fleets in actual conflict against each other. But the most important naval battle since Trafalgar, of course, is that which was fought in the Tsushima Straits, to the south of the Sea of Japan, at the end of May 1905, when the Japanese fleet under Admiral Togo gained a victory over the Russian fleet under Admiral Rozhdestvensky. Though only nine years have elapsed since that celebrated battle, the navies of the world, and especially those of the great Sea Powers, have undergone material change. With a rapidity which is really startling, progress has developed on every hand, improving existing weapons and adding many new ones, until the naval armories of the world to-day present striking contrasts to those of a decade ago.

Since Tsushima, the *Dreadnought* has come into being. The advent of this epoch-making vessel has led to an enormous increase in the strength of individual ships. The feeling of startled surprise with which her advent thrilled the naval world about eight years ago will be remembered. Instead of only four heavy guns, she was fitted with ten. Her speed was increased from 18½ to 21 knots. Turbines replaced reciprocating engines for her propelling machinery. Two inches was added to the thickness of her main armour belt amidships as compared with her predecessors of the King Edward type. Internal protection to minimise the risks of under-water explosion was provided for to a larger extent than ever before. In a word, nothing was left undone to make this vessel, to quote the words of the Admiralty to the Canadian Government, "the largest and strongest ship of war which science can build or money supply." But time and progress never stand still; and since the *Dreadnought* appeared further development has taken place. Succeeding vessels of the heaviest displacement have been given armaments of increased size and power, and the ships themselves have undergone changes affecting all their offensive and defensive powers, until to day it is found that the latest effective battle-ship in commission shows as great an advance upon the *Dreadnought* as that ship did over her predecessors.

In this article, which it is intended shall be merely introductory to a series describing in detail the new

appliances of naval warfare, a summary only is given of the changes in the equipment of ships and the causes which have brought them about. Taking the battle-ship first, the latest vessels of this type in every large navy not only show an increase in the number of guns carried, but in the size and power of the weapons themselves there has been continued and consistent advance, and the methods of mounting and using them have considerably improved. The heaviest guns used at Tsushima were 12-inch, firing a projectile of not more than 850 lb. To-day there are no fewer than thirteen British ships which mount 13½-inch guns, firing a projectile of 1250 lb.; while the Japanese and American fleets now contain vessels armed with 14-inch guns, firing a projectile of 1400 lb. The 12-inch guns of the Russians at Tsushima were capable of penetrating eight inches of Krupp steel at a range of two miles. The 14-inch guns of the new American battle-ships can penetrate 24½ inches of Krupp steel at this range, and 20½ inches at a range of 4½ miles. This, of course, is due in part to the improvements in armour-piercing projectiles—another phase of the naval advance of recent years.

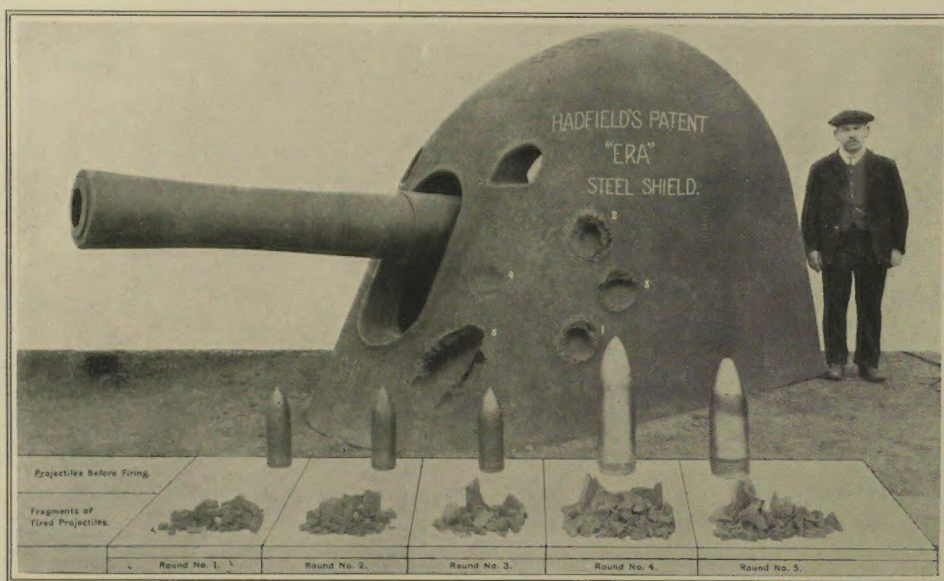
known as "fire-control." The mechanical devices include sights, operated from a position outside the gun-turret; range-finders, both aloft and in the turrets; transmitting instruments between the control positions and the guns to deal with messages connected with range, deflection, the rate of change of range, bearings, and general orders; and similar equipment. Improvements in loading appliances and other matters connected with the handling of guns have greatly increased the speed at which the weapons can be fired. Two aimed rounds per minute from each gun of the largest calibre can be fired nowadays, or at the rate of one round every fifteen seconds.

As to the ship herself, her internal construction has been materially affected by the increased power of the torpedo and the advent of the submarine and the submarine mine. Three battle-ships were sunk by mines during the Russo-Japanese War. To meet the danger from this quarter—that is, from mines laid by ships or from torpedoes fired either by big

ships or by vessels specially built to carry them, whether above or below water—internal sub-division of the hull by means of water-tight bulkheads is resorted to. The advance in regard to propulsion represented by the substitution of the turbine for the reciprocating engine is also very marked. Less space is required for machinery of higher power. Moreover, oil has been introduced and has resulted in increased speed and efficiency of propulsion. Not only is it employed in conjunction with coal as fuel, but in many new ships, and practically all the small craft, it is burned exclusively. The oil-engine or other type of internal-combustion motor is not at present employed as the motive power of war-ships except submarines.

It may truly be said that the departments of the naval progress of the last ten years cannot even all be indicated in one article, much less can their influence on each other be traced. The great advance in the torpedo, for instance, has brought about developments in the vessels of which it forms the armament. The submarine mine has brought into use two new classes of ships in mine-layers and mine-sweepers. Wireless telegraphy has revolutionised methods of communicating intelligence, and is now applied to every type, submarines and air-craft included. Another novel feature in a modern fleet is the group of auxiliary vessels, such as repair-ships, enabling vessels to keep the sea for prolonged periods without the necessity of returning to the dockyards. The latter, however, have also been so modernised in plant and organisation that they are now capable of building the much larger battle-ships of to-day in about half the time occupied by those of ten years ago.

Only in a great war between two nations possessing navies of the first class could these many novel appliances and improved methods of organisation be tried, and apart altogether from the personal and public anxiety in regard to the result of the clash of arms by sea, so tremendous as it must be, there is the secondary interest which attaches to the crucial test to which all these inventions of naval science, the fruit of years of study and research, are to be put.



TESTING THE PENETRATIVE EFFECT OF COMMON AND CAPPED ARMOUR-PIERCING PROJECTILES: A HADFIELD'S PATENT "ERA" STEEL SHIELD FOR A GUN.

The shield was used for experimental purposes: that the resisting strength of the armour might be tested. Our photograph is reproduced by courtesy of Messrs. Hadfield's, Ltd., Sheffield.

As with the heavy guns, so with the lighter weapons mounted for the defence of battle-ships against torpedo attack. In the *Dreadnought*, 12-pounder guns were fitted for this purpose, the diameter of bore being 3 inches, and the 12-pound projectile capable of penetrating about 9 inches of wrought iron at the muzzle. In the newest battle-ships of the principal navies, guns up to 6-inch calibre are mounted, firing projectiles weighing 100 lb., which can penetrate 25 inches of wrought iron at the muzzle. Improvements in regard to the mounting of guns are illustrated by the introduction of turrets with no less than three guns of the heaviest calibre in each of them. Should the war be prolonged, we may even see ships engaged which have four guns in a turret, the French having vessels building which are so equipped. The latest addition to the armaments of completed vessels takes the shape of anti-air-craft guns, which are mounted for defence against dangers from aloft.

Since Tsushima was fought, the methods for the scientific laying of guns and controlling their fire have undergone radical change. The range of present-day fighting and the speed at which movements are made necessitate that the gun should be aimed, not at the object it is desired to hit, but at the place where the object may be expected to be when the shot has completed its flight. To do this, scientific appliances are essential, and their use is popularly

LEADERS OF "THE ADVANCE GUARD" OF THE GREAT WAR.



ON THE DAY ON WHICH GERMANY DECLARED WAR ON BELGIUM: THE BELGIAN PRIME MINISTER ADDRESSING THE CROWD FROM A BALCONY OF THE PARLIAMENT HOUSE.



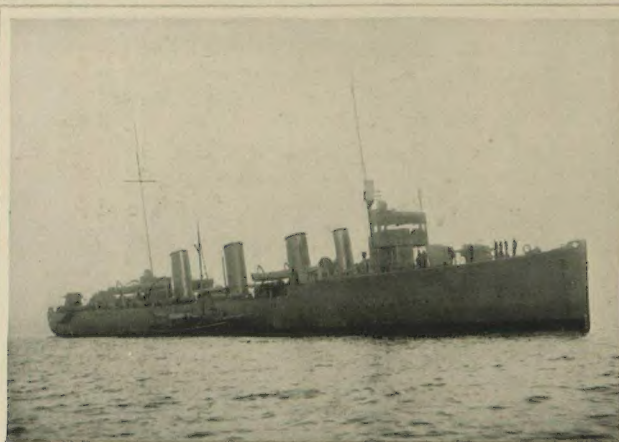
AFTER HE HAD SAID "I HAVE FAITH IN OUR DESTINIES": THE KING OF THE BELGIANS RIDING AWAY FROM THE PARLIAMENT HOUSE ON THE DAY OF THE DECLARATION OF WAR.

On August 4, after it became known that Germany had declared war on Belgium, the Prime Minister, Baron de Broqueville, after having asked for a war credit of two million francs (about £80,000), and having summoned to the colours three fresh classes of reservists, went out on to the balcony of the "Palace of the Nation," the Belgian Parliament House, and addressed the enthusiastic populace below. During the course of the debate, he said: "By accepting the German demands we would sacrifice the honour of the Nation: we can be conquered but not crushed, and never reduced to submission."

The King also made a stirring address to his people before riding away to Louvain to place himself at the head of his troops. He said: "I have faith in our destinies. A country which defends itself gains the respect of all. That country does not perish. God will be with us in this just cause. Long live independent Belgium!" Later, in addressing his soldiers, he said: "Valiant soldiers of a sacred cause, I have confidence in your tenacious courage. . . . Caesar said of your ancestors: 'Of all the peoples of Gaul, the Belgians are the most brave.' Glory to you, Army of the Belgian people."

OF NAVAL INTEREST; AND THINGS LONDON SEES OF THE WAR.

PHOTOGRAPHS BY ABRAHAM'S, SPORT AND GENERAL, ILLUSTRATIONS BUREAU, AND TOPICAL.



A NEW COMMAND FOR CAPTAIN FOX, OF THE "AMPHION" (SUNK BY A MINE): THE NEW DESTROYER H.M.S. "FAULKNOR," ORIGINALLY BUILT FOR CHILE.



THE SHIP THAT SANK THE GERMAN SUBMARINE "U 15" AFTER "BLINDING" IT BY SMASHING ITS PERISCOPE: H.M.S. "BIRMINGHAM."



WANTED FOR THE ARMY: COLLECTING AND BRANDING HORSES FOR TROOPS AT THE STABLES OF MESSRS. W. H. SMITH & SON'S, THE FAMOUS NEWSAGENTS.



THE TRADESMAN'S TOLL IN THE MOBILISATION: ARMY OFFICERS SELECTING HORSES FOR COMPULSORY PURCHASE FOR THE SUSSEX YEOMANRY AT BOGNOR.



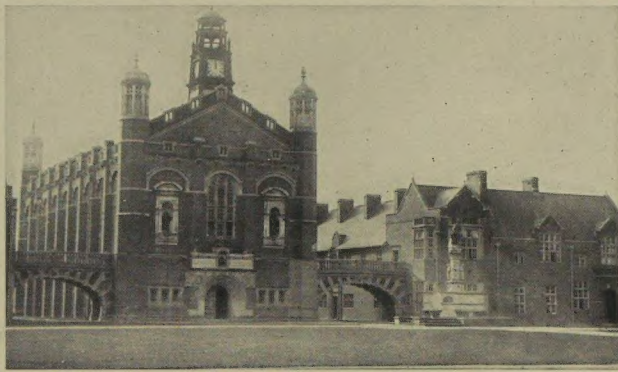
PRACTISING FOR WAR IN FINSBURY SQUARE: TERRITORIAL ARTILLERY ACCUSTOMING THEIR MEN TO THEIR NEW HORSES.

Captain Fox, who was in command of the "Amphion" when she struck a mine laid by the "Königin Luise" and sank, has been given command of the new destroyer H.M.S. "Faulknor," which was built at Cowes for the Chilian Government, but was taken over by our Admiralty on the outbreak of war.—The first recorded encounter between the big ship and the submarine has ended in disaster for the submarine, the German submarine "U 15" having been sunk by H.M.S. "Birmingham" during an attack on the Cruiser Squadrons. None of our ships was damaged. Mr. Winston Churchill telegraphed to the Lord Mayor of Birmingham: "Birmingham will learn with

pride that the first German submarine destroyed in the war was sunk by his Majesty's ship 'Birmingham.'"—One of the inevitable results of the mobilisation of our Army is the collecting of the subsidised horses of tradesmen and the compulsory purchase of many others which are required for the Regular Army and Territorials.—During the first few days after receiving their horses the Territorials have been very busy training them in every open space available, and even in the streets. The horses have to get accustomed to their new work, and the men have to get to know their new horses and how to handle them with their heavy guns.

THE PROBLEM OF THE GERMANS IN ENGLAND: PROTECTIVE MEASURES.

PHOTOGRAPHS BY S. AND G., L.N.A., TOPICAL, AND CENTRAL PRESS.



A FAMOUS SCHOOL TO WHICH GERMAN RESERVISTS WERE SENT FOR DETENTION: CHRIST'S HOSPITAL, HORSHAM.



WITH WIRE NETTING TO PROTECT THE AREA FROM BOMB-DROPPERS: THE GENERAL POST OFFICE IN LONDON GUARDED.



GERMAN RESERVISTS ARRESTED WHEN ABOUT TO CROSS TO THE CONTINENT BY THE FLUSHING BOAT: THE MEN MARCHED UNDER GUARD THROUGH FOLKESTONE TO SHORNCIFFE CAMP.



ABOUT TO REGISTER: ALIENS OF GERMAN NATIONALITY WAITING OUTSIDE PADDINGTON GREEN POLICE STATION.



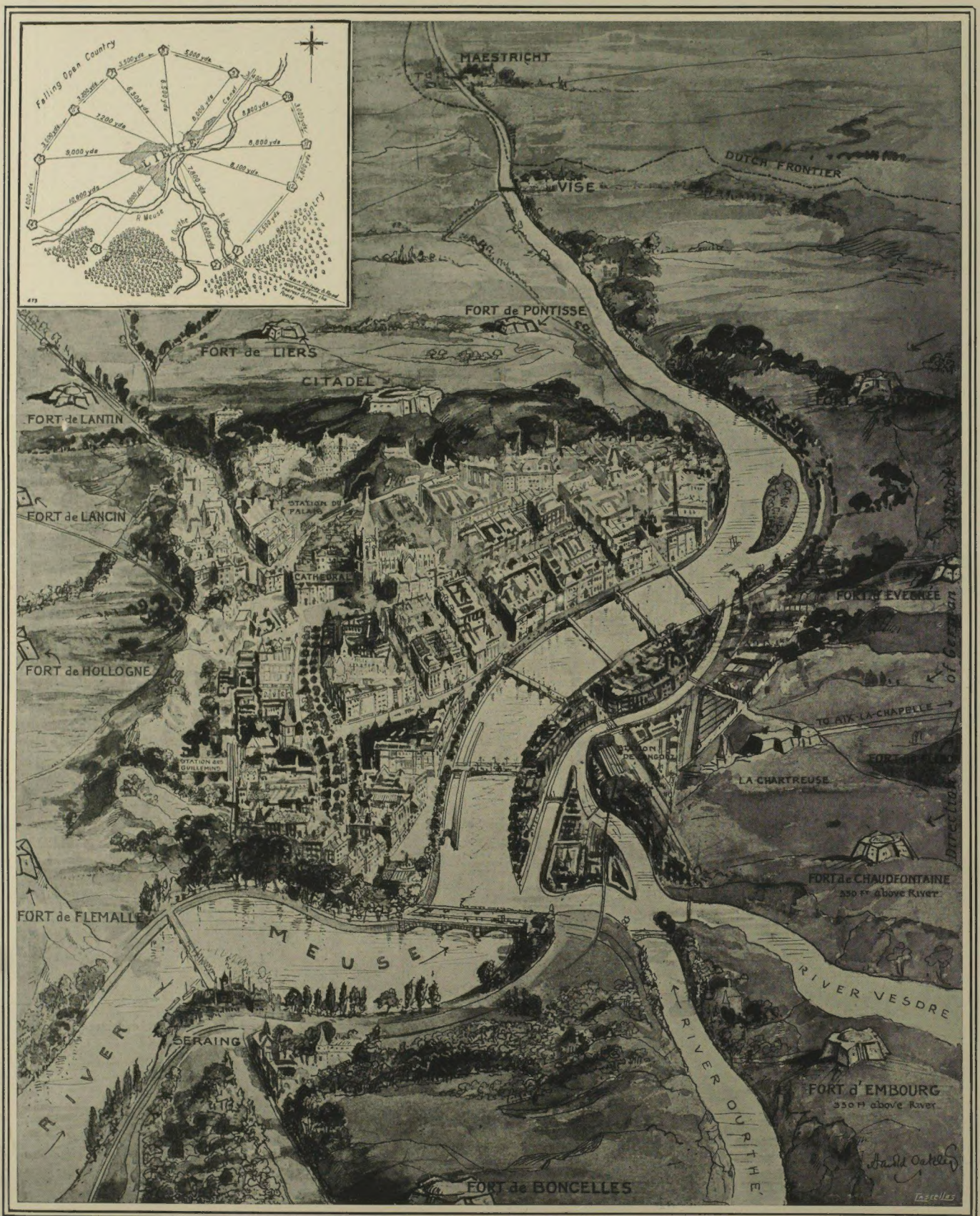
GERMANS CLAMOURING TO BE RETURNED TO THE FATHERLAND: A REMARKABLE SCENE OUTSIDE THE UNITED STATES CONSULATE IN LONDON.

The fact that there is a very large number of Germans resident in this country has caused a certain amount of uneasiness, and the authorities have taken active steps to obtain information about them and to deal with any cases of suspected espionage. Many of the Germans living here are naturalised, and are more British than German in sentiment and sympathies. Others, of course, are open to suspicion. A statement on the subject was issued by the Home Secretary on August 10. "During the last two days," he said, "a considerable number of Germans, chiefly reservists, have been arrested in various parts of the country. This has been done as a precautionary measure and

in accordance with what is usual in the early stages of a war, but it is not likely that the detention of most of the prisoners will be prolonged, and every consideration will be shown them while detained. Those aliens who were known to be spies were arrested early last week; and though there is at the present moment a clear necessity for taking precautionary measures, the public may rest assured that the great majority of Germans remaining in this country are peaceful and innocent persons from whom no danger is to be feared." Some two hundred German reservists were prevented from embarking at Folkestone for Flushing. Others were taken from Sheerness to Horsham.

GALLANTLY HELD BY THE BELGIANS: LIÈGE—ITS RING OF FORTS.

DRAWN BY HAROLD OAKLEY.



THE CITY WHOSE HEROIC DEFENCE AGAINST THE GERMANS WILL LIVE IN HISTORY: A GENERAL VIEW OF LIÈGE AND ITS FORTIFICATIONS.

Liège, from which the Belgians put up so heroic a defence against the invading Germans, has been described as the Birmingham of Belgium, and is an industrial city built upon the broad River Meuse. It is protected by a girdle of forts placed so as to command the bridges and approaches to the river. There are twelve isolated forts which are said to form one of the most perfect and most formidable ring of defences in the world.

Our illustration gives a general idea of Liège and the fortifications, but does not claim to be in anything like correct perspective. In order to record exact distances, we have added in the top left-hand corner, by courtesy of the "London Magazine," a diagram of the ring-fortress of Liège, one of the illustrations to a prophetic article by Mr. Hilaire Belloc published in that journal two years ago.

IN THE LINE OF THE GERMAN ADVANCE ON LIEGE: AT VISÉ.

DRAWN BY A. FORESTIER.



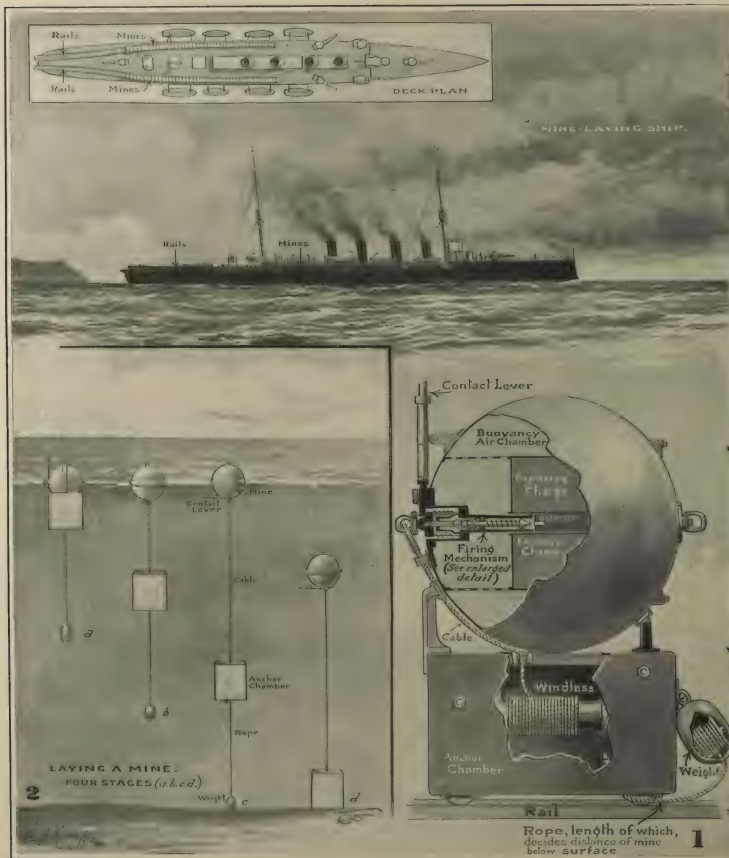
LOOKING ON TO A PLACE ENTERED BY THE ENEMY ONLY AFTER FIGHTING OF THE MOST STUBBORN KIND :
BELGIAN LANCERS ON HEIGHTS BY VISÉ, A TOWN REPORTED FIRED BY THE GERMANS.

Our artist shows Belgian Lancers looking on to Visé, where severe fighting took place during the German advance. The enemy, it was stated, crossed the frontier in motors, followed by large bodies of cavalry, but the Belgians put up a stubborn resistance. The Chiefs of the Belgian Staff had foreseen the invasion, and blown up the bridges of the

Meuse outside the town as well as the railway tunnels. Time after time the Belgians foiled with their heavy fire the attempts of the Germans to cross by pontoons. Visé itself was stubbornly defended. Only after a long struggle did the Germans master the town, which they are reported to have fired on entering.

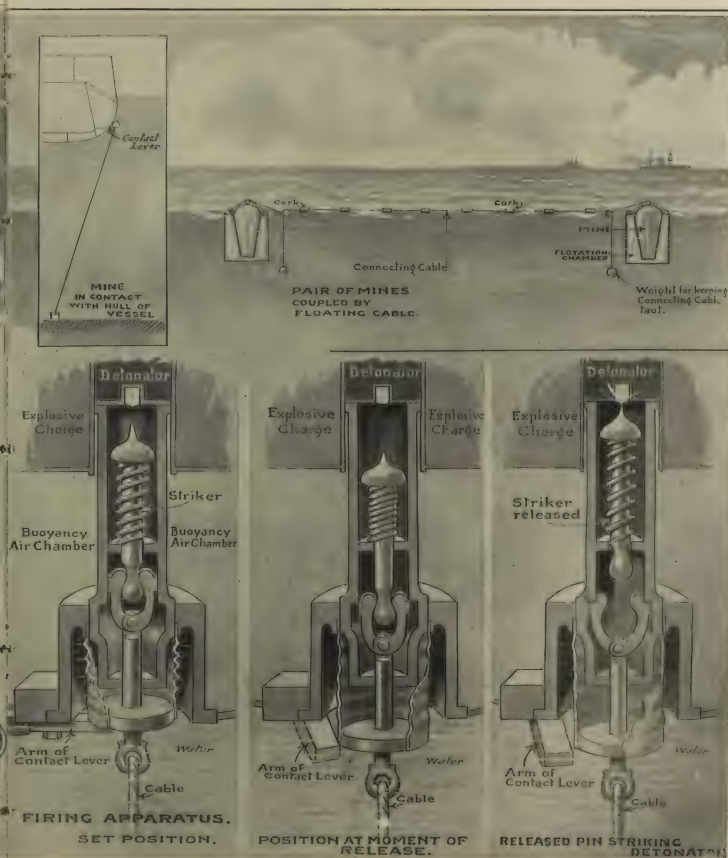
DEADLY INSTRUMENTS OF MODERN NAVAL FIGHTING: MINES FOR DEFENSIVE AND OFFENSIVE USE AT SEA.

REPRODUCED BY THE COURTESY OF "ENGINEERING."



DREADED BY ALL WHO GO OUT TO THE SEA IN SHIPS: MINES

We show on this double-page a modern mine-laying ship, with a range of contact-mines in position along her side, for dropping into the sea; four stages in the laying of a contact-mine; one of the mines in partial section; also three sectional diagrams to make clear how the detonating apparatus works, and a diagram of a ship in the act of colliding with a mine. In addition, a plan is given of mines of another pattern linked by cable across a ship's course. Fig. 1 shows the essential parts of a special type of mine of recent design. The mine proper, comprising the explosive charge and detonating apparatus in its spherical case, is seen lying on its side on top of the square-shaped anchor-chamber beside which is seen the plummet-weight used in placing the mine in position. So it would appear on the deck of the mine-laying ship before being lowered over the side. Before the mine goes over, the windlass inside the plummet-chamber is revolved by hand until the length of wire cable between the plummet and the anchor-chamber has been reeled off equivalent to the



OF TWO TYPES; HOW THEY ARE LAID, AND THEIR WORKING.

depth below the surface at which the explosive mine is to float. Then the entire apparatus is hove overboard. The plummet and anchor-chamber sink while the spherical mine proper is kept on the surface for the moment by means of its buoyant anchor-chamber within. The windlass in the anchor-chamber now pays out the cable between it and the mine as the anchor-chamber sinks (Fig. 2, b). On the plummet touching bottom, the tension in the cable between it and the anchor-chamber is lessened, and the windlass mentioned stops. The anchor-chamber thereupon sinks in the bottom, dragging down the spherical mine until that it is at the selected depth ready for work (Fig. 2, c). With regard to the sectional diagrams of the firing mechanism, when a ship strikes the mine the explosive case revolves and moves the contact-lever sideways. This releases the firing pin shown from the pair of hinged jaws which till then had held it steady. The coil-spring shown is thus freed, and drives the striker hard against the detonator, firing the mine.

SCIENCE & NATURAL HISTORY



LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING



SCIENCE JOTTINGS.

WOUNDS IN BATTLE.

IN nothing, perhaps, has the general softening of manners during the last century shown itself more plainly than in the mitigation of the horrors of war. War, which has reigned ever since man appeared on the earth, and will probably endure as long as he continues there, is a dreadful business at best; but nearly every decade sees it become less injurious to those engaged in it. In the old days of hand-to-hand fighting, few escaped unhurt, and the wounds given were so serious that they generally involved mutilation. The old soldier was known among his fellows by his possessing but one arm, one leg, or one eye, or was a cripple for life; and this was a fate which even generals and officers high in rank did not escape. Nowadays, in spite of the far greater numbers employed, the proportion of killed is relatively small, and of those who do not recover from their wounds smallest of all. In part this is due to the better care now taken of the wounded—the Convention of Geneva is only fifty years old—but in even greater degree to the change in the character of the weapons used.

Wounds given, be it said at once, with the cold steel—whether it be bayonet, sword, or lance—are always painful

and often dangerous. Bayonet-wounds in the arms or legs, indeed, are not fatal to life unless an artery be severed, and are easier treated by the sufferer or by his unskilled comrades than any other. The loss from them of a fatal quantity of blood is now to a great extent guarded against by the greater attention paid to the wounded by both sides, and to the wise provision of a dressing and bandages carried by the soldier himself. Moreover, although civilian generalisation on such points has a habit of being

reduced from the six-tenths of an inch of the Enfield rifle borne by our troops ten years ago to less than half that width; while some of the rifles that will be used against us throw a projectile even narrower, and the weight of the bullet has decreased in proportion. Moreover, as the firing line is in modern warfare mostly either lying down or entrenched, bullet-wounds in the abdomen or in the lower extremities are now rare, and, even when inflicted, are far less dangerous than was formerly the case. In the Boer War it was noticed that more than fifty per cent. of the men who were shot through the intestines recovered, the area of the wound generally being insufficient to set up serious inflammation. Wounds of the patella or knee-cap are also far less frequent than when the soldier fired kneeling. Those in the head, to which the entrenched man is peculiarly exposed, though often fatal, are seldom accompanied by much suffering. To those going under fire for the first time one piece of advice may be given. When hit, roll if possible through your own ranks, be silent, and lie still. Even if you are not immediately picked up, you thereby give yourself a better chance of recovery than if at once jolted off to the base in an ambulance or country cart. Meanwhile, you are husbanding your strength, and are neither exciting nor hindering your unwounded comrades. Even thus, you may help England.—F. L.



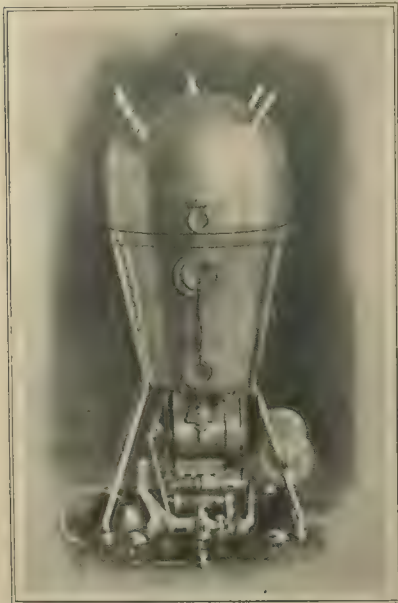
THE USE OF MINES IN NAVAL WARFARE: FILLING AN ELECTRO-CONTACT MINE WITH GUN-COTTON, IN THE NAVY.

In his statement to the House of Commons on August 7, Mr. Churchill said, regarding the blowing-up of the "Amphion" by a German mine: "The indiscriminate use of mines, not in connection with military harbours or strategic positions—the indiscriminate scattering of contact mines about the seas, which may destroy not merely enemy vessels or war-ships, but peaceful merchantmen passing under neutral flags, and possibly carrying supplies to neutral countries—this use of mines is new in warfare, and it deserves to be considered attentively . . . by the nations of the civilised world." With regard to the type of mine shown in the above photograph we may add that the smaller mines, such as that being filled, hold 76 lb. of gun-cotton, while the larger ones (seen in a row behind) hold 500 lb. Within each mine is an electric battery with wires which fire a charge when the mine is so tilted up as to cause the mercury contained in a spindle to make contact with the ends of the wires which are all but dipping into it. It is said that the "Amphion" struck a cable connecting two mines, and thus drew both against her.—[Photograph by Cotens.]

falsified by the event, bayonet charges on a large scale are probably a thing of the past, and the weapon is now but little used except in the assault and defence of fortified places or field entrenchments. The sword, once the typical arm of the soldier, is now only used by cavalry, whose field of action long-range rifle-fire has much restricted. Of the lance, oldest and deadliest of pointed weapons, the same thing may be said; and the successful use of the lance demands such long and careful training that the number of lancers in a Western European army is always relatively small.

Then we come to artillery, the arm in which modern science has made the greatest improvements. Shell, whether charged with powder or high explosives, is certainly capable of giving dreadful wounds when bursting in a confined space. Yet it may be doubted whether its employment has caused any marked increase in the total of human suffering. Those within short distance of the explosion are generally either killed instantaneously or rendered insensible by the shock, and it is only the flying splinters which can be expected to cause mutilations not immediately mortal. As to the shrapnel generally used in the attack of an entrenched position or on the firing line and its supports, it is designed to cause a shower of bullets hurled forward with a force which, though sufficiently great to cause shattering wounds, is puny compared with that of the high penetrating power of the modern rifle. Moreover, military experts seem to be agreed that the effect of artillery, on land at any rate, is more moral than material, and that the actual damage done by it to troops in the open is comparatively slight.

There remains, then, the small-bore rifle, with which the huge majority of the men engaged are armed, and it is here that the alteration in armament has had the most effect in reducing the sufferings of the wounded. In order to obtain increased range of fire, the calibre and weight of the bullet has been



USED BY THE GERMAN NAVY IN SUCH A WAY AS POSSIBLY TO DESTROY PEACEFUL MERCHANTMEN: A GERMAN SEA-MINE.

Photograph by Record Press.



THE SPHERICAL FORM OF SUBMARINE MINE: ONE OF THE LATEST TYPES OF FLOATING MINES USED FOR BLOWING-UP SHIPS AT SEA.

Photograph by Photopress.

WAR "CENSOR" IN CHIEF: THE PRESIDENT OF THE PRESS BUREAU.

FROM A PORTRAIT BY A. CHEVALLIER TAYLER, SPECIALLY PAINTED FOR "THE ILLUSTRATED LONDON NEWS."



CHOSEN TO PRESIDE OVER THE NEW GOVERNMENT PRESS BUREAU FOR THE ISSUE OF OFFICIAL WAR NEWS:

THE RIGHT HON. F. E. SMITH, P.C., M.P., THE WELL-KNOWN UNIONIST LEADER AND KING'S COUNSEL.

It was announced in the House of Commons on August 7, by Mr. Churchill, that the Government had decided to establish a Press Bureau for the control and supply of official war news. "I am very glad to say," proceeded Mr. Churchill, "that the Right Hon. and learned Member for the Walton Division of Liverpool will preside over it; and from that Bureau a steady stream of trustworthy information, supplied both by the War Office and the Admiralty, can be given to the Press." The choice of Mr. F. E. Smith to fill this responsible position is one which will meet with approval among men of all

parties or political opinions, and it is universally felt that no appointment could have given greater satisfaction. We need hardly recall the fact that Mr. Smith is one of the leaders of the Unionist Party, and professionally one of the most brilliant of barristers. He has sat in Parliament since 1906. Before that he had a distinguished academic career at Oxford, where he was President of the Union, and afterwards Fellow and Lecturer of Merton College and Lecturer at Oriel College. He is a subaltern in the King's Own Oxfordshire Hussars.

DESTROYERS TAKING IN OIL AND LANDING GERMAN WOUNDED

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON, WHO WITNESSED



FROM THE "KÖNIGIN LUISE," AFTER THE "AMPHION" ACTION.

THE INCIDENTS (PASSED OFFICIALLY AT THE ADMIRALTY).



DURING THE WAR: THE BRITISH NAVY ON

In connection with the use of oil as fuel in the Navy, it is interesting to recall that last March Mr. Churchill stated in the House of Commons that the country possessed more than three years' peace consumption of oil for the existing oil-burning fleet, and that the Admiralty would continue to keep sufficient oil to be able to conduct a whole year's war. With regard to the landing of wounded Germans, we may add that, in the announcement by the Admiralty on August 7 of the loss of the light cruiser "Amphion," it was mentioned that twenty German prisoners of war who were confined in the fore part of the ship were killed by the explosion of the mine in addition to those of the crew who lost their lives. On the next day it was

ACTIVE SERVICE AND ON RED CROSS WORK.

stated that eight of the wounded German prisoners had died, and on that day four British sailors belonging to the "Amphion" and four German sailors of the "Königin Luise" were buried together with equal reverence and honour. The eight coffins were borne to the church covered respectively with the Union Jack or the German Ensign, and accompanied by a party of British bluejackets. After the burial service a firing party fired three rounds over the grave and the "Last Post" was sounded. In spite of the fact that the funeral took place in pouring rain, the procession to the cemetery and the burial ceremony were most impressive.

SURVIVORS OF THE "AMPHION": SOME OF THE FIRST MEN IN THE NAVY TO SUFFER THE STRESS OF WAR.

DRAWN BY S. BEGG FROM A SKETCH MADE ON THE SPOT BY OUR SPECIAL ARTIST, NORMAN WILKINSON (PASSED OFFICIALLY AT THE ADMIRALTY).



"BAREFOOTED AND HATLESS, WEARING SINGLETS AND TROUSERS, THEIR FACES BEGRIMED WITH COAL-DUST": PART OF THE CREW OF THE "AMPHION" JUST AFTER BEING LANDED.

The Navy's first loss in the war with Germany was announced by the Admiralty on August 7. "In the course of reconnoitring" (ran the official statement), "after the mine-layer 'Konigin Luise' was sunk yesterday morning, the 'Amphion' struck a mine and foundered. The fore part of the ship was shattered by the explosion, and practically all the loss to the crew ensued from this cause. All not killed by the explosion were taken off by the destroyers' boats before she sank. Paymaster Gedge and over 100 men were killed. The Captain, sixteen officers, and 135 men were saved. Twenty German prisoners of war who were confined in the fore part of the ship were killed in addition." A later Admiralty announcement, on the 10th, stated that the number of men believed to have been serving in the "Amphion" at the time of her loss, and

not in the list of saved, had been found to be 148, and that the total number of petty officers and men saved was 143. Our illustration shows about fifty or sixty of the survivors, who had just come ashore, on their way to the Naval Barracks. "Almost all," says Mr. Norman Wilkinson, "were barefooted and hatless, wearing only singlets and trousers, their faces begrimed with coal-dust." Some showed signs of the stress through which they had passed, but most of them evinced the "take it as it comes" spirit of the Navy. The men had been landed from the destroyers of the Third Flotilla, which had picked them up after the disaster. Four of the stokers of the crew, and four of the German prisoners who were on board, have since died in hospital, and were buried together with full naval honours.

AS AT GALLANT LIÉGE, "KNIGHT OF THE LEGION OF HONOUR": THE MODERN FORT.

DRAWN BY A. FORESTIER.

KEY.

- A. OUTER GATE WITH DRAWBRIDGE.
- B. DITCH COVERED WITH WIRE ENTANGLEMENTS.
- C. INNER GATE WITH DRAWBRIDGE.
- D. CUPOLAS FOR HOWITZERS.
- E. CUPOLAS FOR QUICK-FIRING GUNS.
- F. CUPOLA FOR OBSERVATION AND FOR SEARCHLIGHT.
- G. COUNTERSCARP GALLERIES WITH MACHINE-GUNS RAKING THE DITCH.
- H. GALLERY FROM THE GATE THROUGH THE FORT.
- I. VENTILATORS FOR BARRACKS AND MAGAZINES BELOW.
- J. INFANTRY POSITIONS ROUND RAMPARTS.
- K. MAIN TRENCH WITH RAILWAY.
- L. FIRE TRENCHES.
- M. INFANTRY POSITIONS (REDOUTS).
- N. FIELD-GUN BATTERY.
- O. HOWITZER BATTERY.
- P. HEAD OF LIGHT RAILWAY.
- Q. DOORS LEADING TO BARRACKS AND MAGAZINE.
- R. HEADS OF STAIRCASES TO BARRACKS AND MAGAZINES.
- S. WIRE ENTANGLEMENTS.
- T. BOMB-PROOF SHELTERS.
- U. MOTOR-LORRIES FOR TRANSPORT.
- V. SMALL FORT.
- X. TWO FORTS, FORMING A GROUP WITH THE CENTRAL FORT.

The outer gate is provided with a drawbridge and protected by rifle fire through loopholes. It leads past the doors of the barracks, which are under the glacis, into the ditch. It will be noticed that the outer and inner gates are not in a line. The inner gate is protected by rifle fire through loopholes. Another drawbridge, inside, opens on the long gallery which reaches the apex of the fort, where are situated more barracks, as well as defences for the ditch (counterscarp galleries). Other counterscarp galleries, at the two other angles of the ditch, command the outer gate. On either side of the passage, doorways lead to barracks and magazines. The revolving cupolas for guns are reached by different staircases cut out of the enormous concrete roof and sides.

MODERN FORTIFICATIONS AND THEIR ATTACK.

DENIAL of possession is the essence of all modern fortifications. "Around every city or in every position there are always a certain number of points which dominate the surrounding country and forbid the passage of an army until they have been secured. On these points permanent works are erected, which rely primarily for their security on the depth of their ditches, and not on the fire-power from their parapets. One thing that no human being can hope to survive is a fall into a thirty-foot ditch. Tacitus lies the strength of the many works in England and our Overseas possessions; for the defence of our dockyards. Armaments have changed since these works were laid out; but the deep ditch and human flesh and blood remain in the same relation to one another as ever. If, however, these key-points only were occupied, then the enemy, approaching on a broad front, could envelop each of them with an arc of batteries whose fire, converging on each work, would soon disintegrate and destroy any exposed armaments within them. They could so smother each place with bursting shells and shrapnel bullets that no man could show his head above the parapets long enough to take aim without being hit. An army then could march through the intervals easily. To close these gaps with permanent works would be an economic impossibility, even for the wealthiest nations. Hence reliance has to be placed on field-works designed in advance, but only executed when an attack is imminent; and behind these works positions are selected from whence heavy artillery can fight the attacking batteries. This constitutes the essential difference between the new and old schools of fortress-defence: in the old ones, the heavy guns were always mounted inside the forts; in the new ones, they are moved outside and fought from positions which can be changed from day to day. Only a few guns on disappearing mountings—generally in armoured turrets—remain within the works, ready to pop up in moments of crisis. Whilst stability is the essential in the case of the forts, mobility is the principal object sought in the design of the intermediate defences, and this mobility is obtained by circular railways and roads, enabling guns and stores to be readily transferred. The main roads and railways of the town furnish the communications from the centre outwards.



AKIN TO THE WORKS WHICH CHECKED THE GERMAN ADVANCE IN BELGIUM, AND RELYING MORE ON THE DEPTH OF ITS DITCHES THAN ON ITS FIRE-POWER: A FORT OF THE TYPE CREATED BY GENERAL BRIALMONT, DESIGNER OF THE LIÉGE FORTS; ITS STRUCTURE; AND ITS DEFENCES.

We give here an illustration of a fort of the kind designed by the famous Belgian military engineer, General Brialmont, and typical of those so bravely defended by the Belgians at Liège against the attacks of the Germans. No man, of course, ever designed an impregnable fort, or ever will. The strength of every such work must depend ultimately on the spirit of its garrison; and Brialmont, like all engineers, drew up his designs on the assumption that the men working the forts would give a good account of themselves. How well this assumption was justified the recent events at Liège amply proved. As shown above, these forts are provided with an elaborate system for repelling attempts to carry the

works by assault, and for making a counter-attack. Behind wire entanglements come fougasses, or land-mines—fired electrically from the forts. When these two obstacles have been nearly reached—covering-fire must cease, because the target will be masked by the advancing infantry. Then the disappearing guns pop up from the forts; the electric light is turned full upon the enemy, who, blinded by the beam, is prevented from seeing the counter-attacking columns, which should be lying in wait for this opportunity amongst the trenches marked L and M in the picture. On paper, this counter-attack can never fail. In practice, however, these theoretical arrangements do not always work out.

THE ADVANCE GUARD IN A TITANIC STRUGGLE: A BELGIAN OUTPOST.

PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD, TAKEN WITH A NO. 3A FOLDING POCKET KODAK



WATCHING FOR THE COMING OF A MIGHTY HOST AGAINST HIS COUNTRY: A BELGIAN INFANTRYMAN ON OUTPOST DUTY.

As everyone knows, the great feature of the opening stages of the great war has been the magnificent stand made by the Belgian troops against the onslaught of the Germans. The King of the Belgians said recently in a general order issued to his army: "Attacked by a far superior force, as far as numbers are concerned, they have repulsed every assault, and all the forts are intact, and the heroic defence of the garrison will live for ever in the memory of our nation. . . . Soldiers, do not forget that the Belgian Army is the advance guard of the immense army engaged in this

titanic struggle." In honour of its gallant defence against the Germans the town of Liège has received a unique honour from the French Republic. This was conveyed in a letter, dated August 7, from President Poincaré to King Albert. "I am happy to announce to your Majesty," he wrote, "that the Government of the Republic has just decorated with the Legion of Honour the valiant town of Liège. It wishes thus to honour the courageous defenders of the place and the whole Belgian Army, with which, since this morning, the French Army sheds its blood on the battlefield."

THE KING SALUTES HIS SON'S REGIMENT: GRENADIERS IN WAR KIT.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO.



HEADED BY MAJOR E. H. TROTTER, WHO LOST HIS ARM IN THE SOUTH AFRICAN WAR: THE 2ND BATTALION GRENADIER GUARDS MARCHING THROUGH LONDON IN CAMPAIGNING KIT.



UNDER THE EYES OF THEIR COLONEL-IN-CHIEF, THE KING, THE PRINCE OF WALES (LIEUTENANT IN THE 1ST BATTALION), AND OTHER MEMBERS OF THE ROYAL FAMILY: THE 2ND BATTALION GRENADIER GUARDS OFF FOR ACTIVE SERVICE.

The 2nd Battalion of the Grenadier Guards marched past Buckingham Palace on Sunday, August 9; and members of the Royal Family, including the King and Queen, Princess Mary and the Prince of Wales, Queen Alexandra, Princess Victoria, and Princess Christian, came down to the entrance of the courtyard facing the Victoria Memorial to watch them going by. The King, who is Colonel-in-Chief of the Regiment, as he is, of course, of all the Guards battalions, stood in the centre of the gateway to take the salute; whilst the Prince of Wales, who joined the 1st

Battalion of the regiment as a Second Lieutenant the next day, stood with his sister a little further back. They are seen on the left of our illustration. The battalion had its full equipment. Every man carried his campaigning kit, and the column was accompanied by baggage-wagons and field-kitchens. In the rear rode General Lloyd, who commanded the Grenadiers for three years during the South African War. The 2nd Battalion are under the command of Lieutenant-Colonel Noel Armar Lowry-Corry, who gained the D.S.O. in South Africa and has the Queen's Medal with seven clasps.

WAR PRIZES: SHIPS TAKEN FROM GERMANY BY GREAT BRITAIN.

PHOTOGRAPHS BY C.N.: CLARK; TOPICAL: STRINGERLOW; COATES; ALAN BROTHERS; KEN FORD, COOKE, AND SON; NEWSPAPER ILLUSTRATIONS: THIRIWEIL; AND BACON.



SEIZED IN FALMOUTH HARBOUR: THE HAMBURG-AMERIKA LINER, "KRONPRINZESSIN CECILIE."



SEIZED IN FALMOUTH HARBOUR: THE HAMBURG-AMERIKA LINER, "PRINZ ADALBERT."



SEIZED AT BLYTH: THE "GEMMA," OF HAMBURG, THE "OSTPREUSSEN," AND THE "HANS OTTO."



CAPTURED AND BROUGHT INTO DOVER: THE FOUR-MASTED BARQUE "PERKEO" (3765 TONS).



SEIZED IN SEAHAM HARBOUR: THE COLLIER "COMET," OF FLENSBURG.



SEIZED IN PORT AT BRISTOL: THE SAILING-SHIP "ELFRIEDA," OF HAMBURG.



CAPTURED AND TAKEN TO GLASGOW: THE "WILHELM BEHRENS" AND THE "MARIE GLAESER."



CAPTURED BY A WAR-SHIP AND BROUGHT INTO DOVER: THE "FRANZ HORN," OF LÜBECK.



SEIZED IN THE MANCHESTER SHIP CANAL AT WARRINGTON: THE "DRYADE," OF HAMBURG.



SEIZED IN THE THAMES NEAR LONDON BRIDGE: THE "MARIE LEONHARDT."



SEIZED AT WEST HARTLEPOOL: THE "DENEbola," OF FLENSBURG.



SEIZED IN THE TYNE: THE "ALBERT CLEMENT," OF ROSTOCK.

Immediately after the declaration of war the British Navy began to take toll of German sea-borne commerce in the shape of prizes captured at sea, and in addition many German vessels lying in harbour in this country were seized. It was stated on August 6 that since the war began (on the night of the 4th), twenty German merchant vessels—six sailing-ships and the rest steamers—representing in all about 40,000 tons of shipping, had been either captured by British and French war-ships or seized in British territorial waters. Among the more notable captures was the barque "Perkeo," of 3765 tons, bound for

Hamburg with a cargo of oil, and captured, with the "Franz Horn," by a British war-ship. The crew of the "Dryade," seized at Warrington, in the Manchester Ship Canal, were found to belong to the German Navy, and were detained. It should be added that the steamer "Kronprinzessin Cecilie" seized at Falmouth, is a different vessel from that of the same name which recently put back to the American coast with a large amount of specie (£2,000,000 in gold) on board. The latter vessel is a North German Lloyd steamer; the one seized at Falmouth, a smaller ship, belongs to the Hamburg-Amerika line.

THE FIGHTING AT SEA: NAVAL EPISODES OF THE GREAT WAR.

PHOTOGRAPHS BY ABRAHAMS, ILLUSTRATIONS BUREAU, RENARD, AND FARRINGTON PHOTO. CO.



SUNK BY A MINE AFTER THE GERMAN MINE-LAYER HAD BEEN DESTROYED:
H.M.S. "AMPHION."



SUNK BY H.M.S. "AMPHION" AND THE THIRD TORPEDO FLOTILLA: THE GERMAN
MINE-LAYER "KÖNIGIN LUISE."



VICTIM OF THE FIRST ENCOUNTER IN ACTUAL WARFARE BETWEEN A MODERN SUBMARINE AND A BIG SHIP: THE GERMAN SUBMARINE "U 15," SUNK WHEN ATTACKING
A BRITISH CRUISER SQUADRON.



GERMAN AND BRITISH BURIED TOGETHER WITH FULL NAVAL HONOURS: DEAD OF THE
"AMPHION" AND THE "KÖNIGIN LUISE" BORNE UNDER THEIR COUNTRY'S FLAGS.

It will be remembered that the first naval engagement of the war resulted in the loss of the British cruiser "Amphion" and the German mine-layer "Königin Luise." The "Königin Luise" had been engaged in sowing mines in the North Sea, and was chased and sunk by the "Amphion" and ships of the Third Torpedo Flotilla. Unfortunately, shortly afterwards the "Amphion" struck one of the submerged mines already laid, and sank. All but one of her officers and more than half her crew were



WITH FULL NAVAL HONOURS: FIRING THREE VOLLEYS OVER THE GRAVES OF THE
BRITISH AND GERMAN SAILORS BURIED TOGETHER.

saved.—The second naval engagement was officially reported on August 10, when the Admiralty announced that one of the cruiser squadrons of the Main Fleet was attacked by German submarines. None of his Majesty's ships was damaged, but the German submarine "U 15" was sunk. This is the first recorded encounter between a big ship and the modern submarine. —Four German and four British sailors, of the "Amphion" and the "Königin Luise," were buried together with full naval honours.



MR. BARRETT'S ILLUSTRATION OF THE 7TH HUSSARS



LITERATURE



COUNT ROBERT SITS ON THE EMPEROR'S THRONE (Painted by Robert)

Famous Hussars. Regimental histories, somehow or other, invariably assume encyclopædic or family-Bible proportions; but Mr. C. R. B. Barrett has written (and published under the auspices of the Royal United Service Institution) a two-tomed chronicle of "The 7th (Queen's Own) Hussars" which for ponderosity—in the avoirdupois sense of the term—must surely take the cake. "I must confess," he says, "that the writing of this book has been no easy task, and also that it has occupied a somewhat protracted period of time—nearly three years." Perhaps, as Carlyle said of one of his things, he could have made it shorter if he had had more time. The regiment in question, which has been honoured in this immensely long and diffuse chronicle of nearly nine hundred quarto pages, is of Scottish origin, like so many other good things in the British Army and the world in general, and was the only body of Horse present at Killiecrankie in 1689—the year after our "glorious Revolution." Starting their career as Dragoons, the 7th, in 1807, were converted into the Hussars they now are, and took part in the Corunna campaign. It has produced many distinguished soldiers, but we suspect that its chronicler has rather allowed his enthusiasm as a historian to outrun his zeal as an investigator when he surmises that a certain George Washington who received a cornet's commission in the regiment in 1743 may possibly have been the founder of the United States of America. Assuredly this would have been what Mr. Barrett terms the "find" of a very interesting fresh fact in the life of that "distinguished soldier and statesman"; but, if a fact, it is most unlikely to have been

reserved for the historian of the 7th Hussars to discover it. It would certainly not have escaped the vigilance of Washington's biographers, including Washington Irving, who does not mention it. At the date referred to, Washington was only a child of eleven, while the regiment was under the command of the famous General "Johnnie" Cope, who fled like a hare before Prince Charlie's clansmen at Prestonpans, carrying with him to Dunbar the news of his own defeat. But if the hero of the American War of Independence did not owe his military successes to his training in the 7th Hussars, it has proved itself

It is because the author appeals both to old-time happenings and modern figures to prove his theories that they become so readable. His claim is that Belgium is rich, industrious, and well governed; that Leopold II. ruled the Congo wisely and unselfishly, and was in some respects a model monarch; that Roman Catholic domination is the best thing for Belgium, and is sanely progressive in character. It is not necessary to accept all or any of these theories to be interested by Mr. MacDonnell's presentation of them. It might be held that when he has shown the capital value of Belgian agriculture to be four hundred millions, and the annual return only eight, he has proved that the labourer must be very badly off. That he gets more food than he did, and lives under less distressing conditions than obtained formerly, may be conceded, but it is not enough. In the domain of dairy-farming and the establishment of farmers' banks, Belgium is admittedly far in advance of England. The modern story of Belgium's political troubles, and of the French attempts to undermine her independence, is extremely well told; and Mr. MacDonnell's reminder that the Belgian Press, as a whole, is directed by unscrupulous paymasters, often of another race, is timely. German activity in Antwerp, the Catholic-Socialist struggle, and many other questions of moment are cleverly handled. At the moment of writing a book on Belgium is quite in season, and this one presents the Belgium of to-day as it appears to certain interested parties. But its magnificent resistance to German aggression will lead many people to find out all they can of a country that can work so hard and fight so well.



A CAVALRY COSTUME WE COPIED FROM THE FRENCH: THE FIRST HUSSAR UNIFORM WORN IN THE BRITISH ARMY.

The illustration shows a sergeant of the 7th Hussars in Paget's Brigade in the Spanish Peninsular War, 1809. It was the first Hussar uniform worn in the British Army, and was copied partially from the French. The conversion of the uniform and equipment of the regiment from Light Dragoons to Hussars took place in 1807.

Reproduced from Mr. C. R. B. Barrett's *History of the 7th Hussars*, by Permission of the Publishers, the Royal United Service Institution.

throughout its long and varied career to be a regiment in which he might very well have done so—a regiment which, first giving its standard to the breeze at Killiecrankie, on the banks of the rushing Garry, has always carried it with distinction wherever it charged, adding to it such names as Dettingen, Marburg, Beaumont, Orthes, Peninsula, Waterloo, India, Egypt, and South Africa. Having been converted from Dragoons into Hussars, they were destined to undergo still another—if temporary—transformation by helping to compose the Camel Corps which crossed the desert with our infantry column for the relief of Gordon. It was in the 7th Hussars that the Duke of Connaught took a turn as a captain to learn the details of the cavalry arm after serving as a Rifleman and a gunner; and it was also in the same regiment that his son, Prince Arthur, as well as Prince Alexander of Teck, began their military career; so that there must be something quite exceptional about its efficiency and discipline.

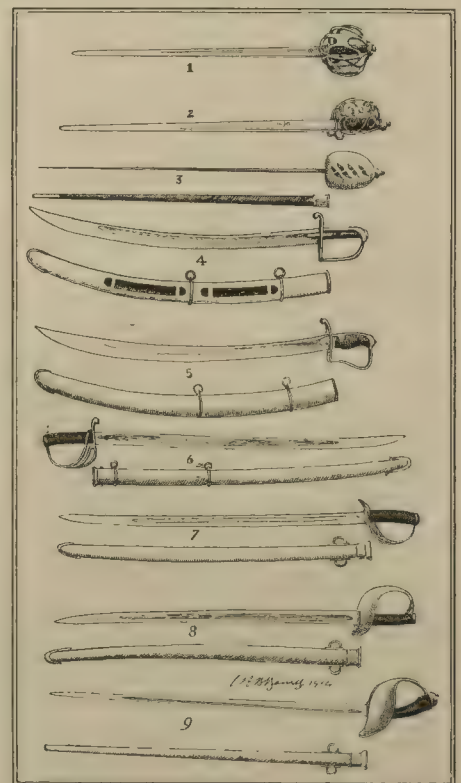
Belgium. Mr. John de Courcy MacDonnell has constituted himself champion of all things Belgian, and in doing so he reveals himself an extremely skilled advocate. His book, "Belgium: Her Kings, Kingdom and People" (John Long), the fruit of twelve years' residence in Brussels, and abundant opportunities of acquiring and comparing view-points, is readable from beginning to end, although history and statistics play a large part in it.



FIRE-ARMS OF THE 7TH HUSSARS: CARBINES AND RIFLES.

It will be seen that in the earlier weapons "the tendency was to gradually reduce the length of barrel from that of the original dragoon firelock to the ridiculous travesty of a war-like weapon, the percussion-cap carbine. It is needless to add that the very short carbines—Nos. 3, 4, and 5—were, as weapons, absolutely useless." The earlier weapon had a very primitive arrangement for sighting: a groove, or possibly a nick, did duty for a back-sight; a small knob for a fore-sight.

Reproduced from Mr. C. R. B. Barrett's *History of the 7th Hussars*.



WEAPONS OF THE 7TH HUSSARS: SOME EARLY SWORDS.

Nine different swords have at various times been in use in the regiment. The earliest was of what may be called the claymore type. As time went on, there was a tendency to lighten the basket-work of the hilt, and a sword more resembling the old English broadsword was adopted. The first three swords were straight. The fourth sword was a curved sword of an increased breadth. The last and present cavalry sword is longer, quite straight, and comparatively slender.

Reproduced from Mr. C. R. B. Barrett's *History of the 7th Hussars*.

READY TO AID THE MOTHER COUNTRY: LOYAL OVERSEAS TROOPS.

PHOTOGRAPHS BY COURTESY OF "CANADA" AND THE "BRITISH AUSTRALASIAN"; THE PICTURE, BY ARTHUR BURGESS, REPRODUCED BY PERMISSION OF THE NATIONAL ART GALLERY, NEW SOUTH WALES.



CAVALRY FROM CANADA: A BRANDON SQUADRON OF THE 12TH MANITOBA DRAGOONS.



INFANTRY OF CANADA: THE CALGARY RIFLES AT A CHURCH PARADE.



WAR-SHIPS FROM AUSTRALIA: THE COMMONWEALTH'S FLEET AT SEA.



GUNS AND GUNNERS OF AUSTRALIA: FIELD ARTILLERY.



SOLDIERS FROM AUSTRALIA: THE VICTORIA LIGHT HORSE.

Forty-eight thousand men—cavalry, infantry, and artillery—practically the equivalent in numbers to two divisions and a half of the British Army at war strength, or an army corps and half a division, according to German reckoning—have already been offered by the outlying Dominions of the Empire for service as an Expeditionary Force at the front or wherever they may be needed. The offers have been "gratefully accepted," in the terms of the official reply from the British Government. The troops are to start as speedily as they can be mobilised, and marched on board transports now assembling at the most convenient ports of embarkation. Canada is sending 20,000 troops;

Australia as many; and New Zealand all she can, a contingent of 8000. By the request of the Dominions in each case, the cost of the equipment, maintenance, and pay of the forces will be defrayed by the three Governments—in itself a generous and patriotic additional offer. The Dominions at the same time have declared their readiness to send additional contingents if required, as well as drafts to maintain their forces at strength. Details of the Canadian contingent state that the first Army Division will comprise three brigades of infantry (12,000 men), 27 guns, 500 cavalry, and 2000 staff, signallers, medical corps, and supernumeraries.

THE GREAT WAR: INCIDENTS WORTHY OF BEING RECORDED.

PHOTOGRAPHS BY L.N.A., TOPICAL, CENTRAL NEWS, AND SPORT AND GENERAL.



CHEERS FOR ITALY: ENTHUSIASTIC SCENES OUTSIDE THE ITALIAN EMBASSY IN HONOUR OF THE "TRIPLE ALLIANCE" COUNTRY WHICH ANNOUNCED NEUTRALITY.



ACKNOWLEDGING THE SIGNS OF ANGLO-ITALIAN FRIENDSHIP: THE ITALIAN AMBASSADOR AT A WINDOW OF THE EMBASSY.



WRECKED BY THE CROWD, WHO THREW STATUARY INTO THE CANAL: THE GERMAN EMBASSY IN ST. PETERSBURG (EXTREME LEFT).



LEAVING LONDON AFTER THE OUTBREAK OF WAR: PRINCE LICHNOWSKY, THE GERMAN AMBASSADOR (IN THE CAR), AND PRINCESS LICHNOWSKY (WITH HER PET DOG).



THE LARGEST IN THE WORLD: H.M.S. "AGINCOURT," FORMERLY THE "SULTAN OSMAN I," BUILT FOR TURKEY AND TAKEN OVER BY THE ADMIRALTY.



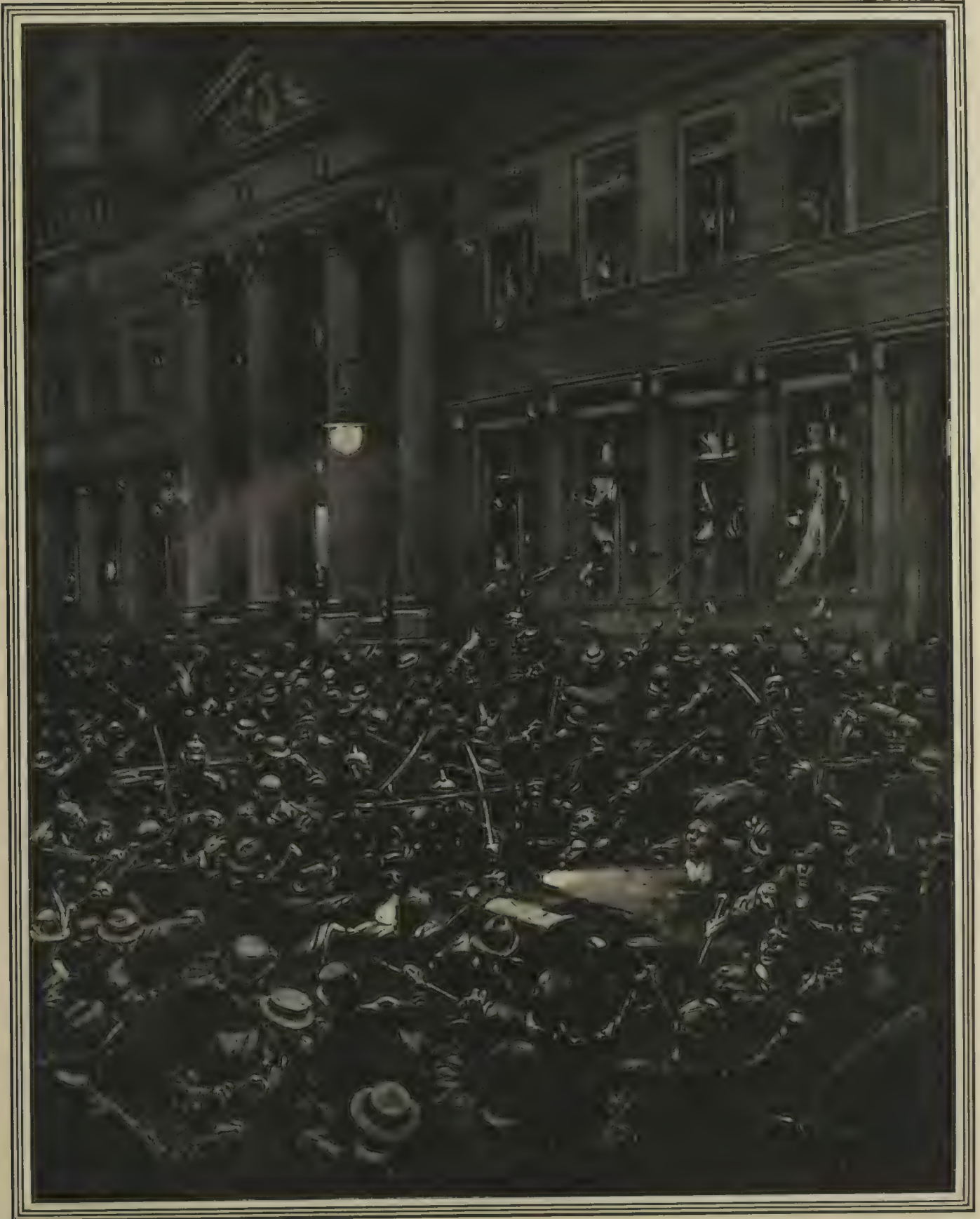
FOR LORD KITCHENER'S NEW ARMY OF A HUNDRED THOUSAND: CROWDS OF YOUNG MEN BESIEGING THE RECRUITING OFFICES IN WHITEHALL IN HOPES OF BEING ABLE TO SERVE.

A large crowd assembled outside the Italian Embassy in London, on the afternoon of August 7, to cheer the representative of the country which was standing aside in the war; and the Ambassador came to the window to bow his acknowledgments.—At St. Petersburg, the German Embassy has been wrecked by the crowd, and the furniture and pictures were thrown into the street and burnt; whilst the exterior groups of statuary were broken and thrown into the canal.—The German Ambassador, after receiving his passports, left London amid every sign of courtesy. A special train was

provided, a guard of honour mounted at Harwich, and a special vessel placed at his disposal for the voyage across to Holland.—The Admiralty have taken over the battleship "Sultan Osman I," which had been built in this country for the Turkish Government and is the largest Dreadnought yet completed. It has been renamed H.M.S. "Agincourt."—Lord Kitchener has made an appeal for 500,000 men to form a second army: 100,000 of these are needed at once. The young men of the country have responded finely to the call, and the recruiting offices are crowded all day with applicants.

NOT AS WE TREATED GERMANY: OUR BERLIN EMBASSY MOBBED.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY F. W. WILE, BERLIN CORRESPONDENT OF THE "DAILY MAIL."



"STONES, KEYS, KNIVES, STICKS, UMBRELLAS . . . WERE HURLING THROUGH THE SMASHED WINDOWS": THE BRITISH EMBASSY IN BERLIN ATTACKED BY A FURIOUS CROWD AFTER THE DECLARATION OF WAR.

The scene outside the British Embassy in Berlin after the declaration of war on the night of Tuesday, August 4, has been vividly described by Mr. Frederic William Wile, Berlin correspondent of the "Daily Mail," who was twice arrested before leaving on the special train provided for Sir Edward Goschen, the British Ambassador. "The announcement of war," writes Mr. Wile, "reached the crowds about 8.30 on Tuesday night. The news ran through them like an electric shock. . . . The realisation of what was now upon them turned the Germans into infuriated barbarians. A mob quickly formed for

descent upon the British Embassy in the Wilhelmstrasse. Arrived before the Embassy, the mob set up thunderous yells, intermingled with 'Traacherous England!' 'Death to the traitors!' and other cries. Stones, keys, knives, sticks, umbrellas—any and everything which could be thrown—were hurtling through the smashed windows of the Embassy." In the drawing Mr. Wile and Mr. Tower, of the "Daily News," are seen being driven past the Embassy in a car in charge of three police officers. Mr. Wile sat behind the chauffeur, Mr. Tower in the back seat.

BELGIUM AND FRANCE AGAINST GERMANY: IN THREE CENTRES.

PHOTOGRAPHS BY C.N. AND FARRINGTON PHOTO. CO.; THAT OF KOLMAR SUPPLIED BY MR. P. G. KONODY.



A DESPATCH-RIDER FROM LIÈGE "SHOULDERED" IN BRUSSELS:
NEWS FROM THE FRONT



WOUNDED DURING THE GALLANT DEFENCE OF LIÈGE: BELGIAN
SOLDIERS IN HOSPITAL AT BRUSSELS.



REPORTED TO HAVE BEEN OCCUPIED BY THE FRENCH:
THE MAIN STREET, KOLMAR.



BELGIAN BOY SCOUTS IN BRUSSELS: CHEERING THE TROOPS ON THEIR
WAY TO THE FRONT.



THE CITY WHERE THE BELGIANS MADE SUCH A MAGNIFICENT STAND AGAINST THE GERMANS: LIÈGE—THE QUAYS AND THE RIVER MEUSE.

It was reported on August 11 that the French troops who entered Alsace had captured the town of Kolmar, and that the Staff of a German brigade had been taken prisoners. Kolmar is some miles north of Mülhausen, previously occupied by the French, and on the way thence to Strassburg, which is forty miles further north. Later news stated that the French had been compelled to evacuate Mülhausen. As regards Photograph No. 4 it should be noted that the Boy Scouts of Belgium, who number some 4500, have been doing very useful work since the war began—a fact that is of special interest now that our own Boy Scouts have just received official recognition. The Belgian Scouts have been

employed as despatch-riders between various Government Departments, as orderlies at the Red Cross depots, as "police" patrols, for summoning help in case of disturbance, collecting money for the Red Cross Society and other funds, marshalling queues of applicants for the Government allowance to wives of soldiers at the front, for searching houses for arms and contraband, and for many other duties. Every Scout wears a band on his arm with the letters "S.M." ("Service Militaire"). Many of them have bicycles or motor-cycles. It has even been said that some of them have been seen in the actual firing line at Liège carrying despatches.

FOR THE BRAVE BELGIANS AT THE FRONT: A SPECIAL SERVICE.

DRAWN BY A. FORESTIER FROM A SKETCH BY GEORGE LYNCH, ONE OF OUR SPECIAL ARTISTS AND CORRESPONDENTS IN BELGIUM.



PRAYER ON THE OUTBREAK OF WAR: "LA DAME DE DÉLIVRANCE" CARRIED IN PROCESSION IN THE CATHEDRAL AT BRUSSELS.

On Tuesday, August 4, the day on which it was officially announced in Brussels that Germany had formally declared war, an impressive service was held in the Cathedral of St. Gudule. Our illustration shows the image of "La Dame de Délivrance" being carried in procession round the Cathedral whilst the congregation offered up prayers for their friends and relations waiting to check the advance of the great German army at the front. Mr. Lynch writes: "All that was best and noblest in Brussels gathered

in St. Gudule to-day for the procession of the image of 'La Dame de Délivrance,' and the benediction by Cardinal Mercier. Never since the great Cathedral was built could it have been more full, never had the Belgian people more cause to come there to pray for deliverance. A few miles away, Goliath was gathering for another onslaught on their David. There was not one of the vast congregation who had not relatives or friends at the front. I shall never forget the scene."

THE WAR OF WORLD-WIDE EFFECTS: SCENES AT HOME AND ABROAD.

OUR FIRST PHOTOGRAPH IS BY COURTESY OF MESSRS. F. AND A. SWANZY; THE THIRD BY COOKE, AND THE FIFTH BY ILLUSTRATIONS BUREAU.



BEFORE OUR NEW WEST-AFRICAN COLONY WAS TAKEN FROM GERMANY: SIR HUGH CLIFFORD, GOVERNOR OF THE GOLD COAST, INSPECTING TROOPS AT LOME, TOGOLAND.



NEAR THE SCENE OF THE FIRST FIGHTING ON THE RUSSO-GERMAN FRONTIER: EYDTUKHNEN, IN EAST PRUSSIA.



LONDON UNDER ARMS: NO. 3 COMPANY OF THE 3RD BATTALION GRENADIER GUARDS AT THE IMPERIAL INSTITUTE.



THE SPY QUESTION: GERMANS UNDER ARREST AT LIVERPOOL STREET AND ALLEGED TO HAVE BEEN CAUGHT IN THE ACT OF CUTTING TELEGRAPH WIRES AT CROMER.



THE MENACE OF THE ZEPPELINS: A MAP SHOWING THE DISTANCES FROM GERMAN MILITARY AIR-SHIP STATIONS TO LONDON AND OTHER PLACES.

In view of the capture of the German colony of Togoland, in West Africa, by the British Gold Coast forces, special interest attaches to our photograph showing Sir Hugh Clifford, Governor of the Gold Coast, inspecting troops at Lome, during an official visit which he paid to Togoland not long ago. Togoland possesses one of the largest wireless-telegraphy stations in the world, a matter of particular importance, of course, in time of war. With regard to the map reproduced above, it may be said that the possibility of a German bomb-dropping raid by air has been a good deal under discussion. Germany possesses 17 first-class air-ships—of which 11 are long-range craft—capable of carrying

from 2 to 4 tons of ammunition; also 6 smaller and slower dirigibles. The newer vessels have a speed of more than 50 miles an hour, and an effective range of action of about 1000 miles. They are, however, very dependent on weather conditions, and are believed to be vulnerable by aeroplane attack and high-angle fire. Eydtukhnen, shown in one of our photographs, is a little market town of East Prussia, on the Russian frontier, 44 miles south-east of Tilsit. It was reported from St. Petersburg on the 9th that in the fighting near Eydtukhnen on the 6th the 2nd Battalion of the German 33rd Regiment was routed, with the loss of 100 killed and a machine-gun captured.

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THE CHRONICLE OF THE CAR.

War It is only a fortnight ago that I wrote of an experiment made by Lord Fitzwilliam in the transport of artillery by motor-car, and dwelt upon the tremendous influence the motor vehicle might conceivably have if at any time we should become involved in war with a Power across the North Sea. It was with no shadowy idea even that in a few days the "real thing" would be with us that I sat down to write of that experiment and the impression it made on my mind. And yet—not, perhaps, out of a blue sky, but certainly out of one which did not presage the dread storm that is raging—the bolt has fallen! And now, let us look for a brief space on the possibilities of the internal-combustion engine and the uses to which it is applied in the grim game whose stake is the lives of men.

First, and because it is by far the most spectacular and appealing, war in the air must be in everybody's mind at the moment. And it is only the motor that has made

to-day. Of course, since the problem of man-flight was first solved in a practical manner, we have made great advances in the design of heavier-than-air machines; but, even so, what I have said holds good—that essentially the design of the flying-machine of to-day is little different from that of nearly a century ago. For it must be borne in mind that what I may describe as the lifting problems were solved by the mathematicians long years ago, and all they needed was a power-plant at once light enough and powerful enough to lift the machine into the air and sustain flight. It is a matter of common knowledge that some years ago light steam-engines were tried, but they could not develop the necessary power for weight, nor could the small steam-generators sustain steam enough to make flying practicable. Then came the motor-car, with its comparatively light power-generator; and at once the believers in the possibility of flying turned their attention to it as the medium of power-raising for which they were seeking. In its earlier and cruder forms the internal-combustion engine was not light enough for aeroplane work; but gradually it was improved in efficiency until it not only became practicable, but made flying quite a commonplace affair. And so it is that to-day we are looking to the aerial fleets of Europe to play a great part in the settlement of this world-war which, prophesied until no man any longer believed in its imminence, is with us for good or ill of the Empire.

The Role of Air-Craft.

It has been my duty as a writer on aerial topics, and as one who has seen a considerable amount of war-service, to give a good deal of thought to the functions of air-craft in war; and I have, as a result, come to the conclusion—rightly or wrongly, as events will prove—that their usefulness has been very greatly over-rated. I do not ignore the lessons of peace manoeuvres, in which it must be admitted that air-craft have done very well indeed. But before we commit ourselves to a definite opinion, based on those lessons, it must be remembered that they are likely to be far more misleading in this matter of aerial war than any of those that can be read into the operations of any other arm of the fighting services. We read during manoeuvre time of the

successful scouting work accomplished by the "Red" or "Blue" aeroplanes, and of how nothing could be hidden from the eye of the aerial observer. And we are prone to forget that it makes all the difference to their work that the troops they are observing can neither bring them down by gun-fire nor attack them with their own air-craft. They are free to come and



CAR AND COMÉDIENNE: MISS MARIE LLOYD AND HER NEW AUSTIN LANDAULETTE.



WITH DRIVING SEAT FULLY ENCLOSED: A FINE WOLSELEY LANDAULETTE.

Our illustration shows a Wolseley 24-h.p. car fitted with a special landaulette body with driving seat fully enclosed. The photograph was taken at Moreton Old Hall, near Congleton, a very celebrated old house dating back to Elizabethan times.

this possible! If we go back fifty or more years and consult the contemporary drawings of flying-machines, we shall find that they do not essentially differ from the designs of

go, without let or hindrance; and because they come safely back to their own commanders with endless valuable information we are inclined to assess them at a value far above their actual potentialities in real war. Personally, I incline to the belief that by the time the war has been in progress for a couple of months—if it should last so long, which God forbid!—the commanders will have found that the game is not worth the candle. I know that in war men and material are there to be expended if any useful end can be achieved by their sacrifice, but I do not think the use of air-craft will bring results sufficient to justify the loss of men and machines that will be inevitable. Imagine what will happen when the air-scouts of the opposing armies, each side sent out on a dual mission to obtain information and prevent the others from getting it, meet—as they are bound to do! The probability is that none will return and the sacrifice will be useless. And that cannot be endured indefinitely.

The Usefulness of the Car.

Of the uses to which the motor vehicle can be put we know more. Already, I believe, from what I have read and from what has been told me by people who have returned from France since the outbreak of the war, the

(Continued overleaf.)

LADIES' PAGE.

NOW that the awful reality of war is upon us, one point that housewives of all ranks have the duty of realising is that economy in the use of food should be exercised by every family, quite irrespective of the amount of their private means. Wealthy women will do a public injury by allowing the extravagant use in their homes of the limited stock of food existing in this island, and even though they personally may be able to pay enhanced prices without inconvenience, they should, for the sake of the community, be strict against waste in their households. Unfortunately, in well-to-do homes the mistress is greatly at the mercy of her servants in such matters, for saving on food is more a matter of detail than of general arrangements. It is actual food material that we ought to be economical about now in the general interest: it is a question of not letting bread go stale and then be flung into the dustbin, of paring potatoes thinly or cooking them in their jackets, of using as much as is feasible of the outside leaves of vegetables, of judging carefully and as exactly as possible the quantity to prepare of any dish, and of conscientiously using up any and all scraps and remains. A woman with a staff of maids is practically unable to see to all these details, so petty and of almost hourly recurrence. But she can, as an educated woman, with presumably the power of "seeing beyond her nose" and calculating more than the immediate consequences of conduct, point out to her cook the bearing of economy in rich households on the price of food, and on the general want of it, if our food imports are unhappily even partially stopped.

Many servants have a hatred of economy, which they call "meanness," and regard merely as benefiting their employer's pocket. Some of them, however, at this crisis may surely be brought to perceive that the matter is far grander, far wider, and that, in the urgent interests of the working classes themselves, even the richest people's kitchens should now be carried on with meticulous economy. As to the middle-class housewives, who always keep a certain watch on the kitchen and try to check extravagance in the mild way that alone is generally possible, it goes without saying that they must redouble and stiffen up their efforts in this direction just now. Meat is always an expensive form of food, and, as it cannot be stored, the wholesale market has us pretty much at its mercy. A rise in prices is not, however, an unmixed evil, for it compels people to make a restricted and careful use of the expensive food, and so puts farther off the evil day when it is all gone. In the siege of Paris, in 1870, meat entirely disappeared from the market. Some very wealthy men (who deserved all honour for voluntarily sharing the horrors of the siege when they might have escaped) had a contract with a famous restaurant to provide them with dinner at fifty francs per head every day; they had from the first infinitesimal portions of meat, which soon came to be supplied by animals from the Zoological Gardens, and eventually there was no meat at all.



ON THE MOORS.

This useful coat and underskirt of velours is trimmed with leather, and the tunic is made of gabardine. The straw toque is trimmed with wings.

The vegetarians, who would in ordinary times remark that this did not matter, usually, as a fact, make considerable use in their every-day cooking of eggs and milk, and this supply of animal food much modifies their position. But even without the aid of either meat or milk or eggs very valuable food is certainly cheaply supplied by the dried pulses, such as haricots, split-peas, oats, and lentils. At once, then, we should make use of all these. Soups can be made delicious (so long as we have vegetables) as well as nourishing, from these pulses without any meat; and they can also supply the useful nourishment to stews of the less expensive parts of meat used in strictly limited quantity. The one drawback from the economical point of view is that the pulses require long cooking, for to be digestible they must be thoroughly softened. This is a real difficulty, because we ought to economise in firing now, but it is to some extent overcome by long soaking of the beans, etc., using for cooking the water in which they have soaked. These forms of food, too, though most valuable in affording precisely the same proteid elements of nourishment as meat, must be combined with fat—butter, oil, margarine—to be adequate food. It should further be noted that only a limited portion of the pulses can be utilised by the digestion: over a certain proportion of beans, peas, etc., is merely waste (*vide* "Parkes' Hygiene"—the standard work—on experiments made in prisons).

It is unlucky that bacon has become so scarce and dear in this country for two or three years past. It was from time immemorial the one meat that was fairly low in price, and so accessible to the really poor. Even Chaucer, to whom in 1390 the poor widow was, just as she would be now, the very type of careful, needy living, describes her as having plenty of milk, and occasionally bacon. "No deyneth morsel passid through hir throte; hir dyete was accordant to hir coat. Replecion ne made hir never sick; a tempre dyete was all hir physik. No wyn ne drank sche, neither white ne red. Hir board was servid most with white and black; milk and brown bread, in which she found no lack; some bacon, and some tyme an egg or tweye." So it was also through the next five centuries and a half; but recently, unfortunately, partly owing to the stringent public health regulations, bacon has ceased to be the labouring man's meat and grown an expensive article of diet. When it can be afforded, it is the ideal combination to eat with the pulses, each supplying the items of essential nutrition that the other lacks.

Useful and healthy for the skin at all times, there is a peculiar advantage in using Wright's Coal Tar Soap, especially for children at the seaside, during the holidays. This excellent soap is pleasantly medicated with the substance named in its designation, and this suffices to ward off all infection, to which the children, playing about in proximity to others on the beach or in the fields, are so exposed just now. Wright's Coal Tar Soap is in all ways beneficial to the skin, and agreeable to use, whether for children or adults.

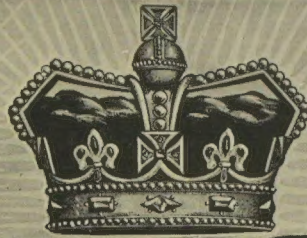
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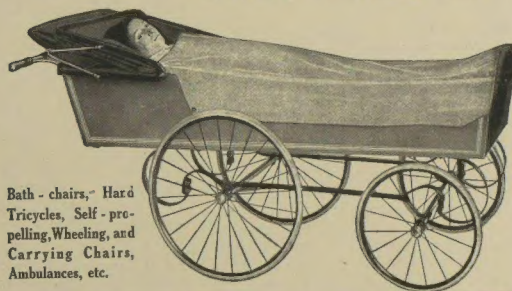
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PURGEN

(Continued.)

has been of inestimable use to our allies in their concentration on the eastern frontier. A couple of days ago I met a friend who crossed towards the end of last week, and he told me that almost every car in Paris had been requisitioned, and was being employed to carry troops forward, while the railways were being used for the transport of stores. It may be, therefore, that already the motor-car has exercised a decisive influence on the course of the campaign. That, however, we must be content to speculate upon until things begin to emerge from the fog of war; but this much is certain, that the car has already played no small part in the operations now being carried out over the theatre covered by this war of the nations.

Of what is being done in our own country we know more. The great associations, the Royal Automobile Club and the Automobile Association, have come to the aid of the military authorities in no uncertain manner. The A.A. alone has been able to place at the complete disposal of the War Office no fewer than ten thousand cars of all kinds, with more than sufficient drivers to conduct them!

W. WHITTALL.

PARLIAMENT.

THE Houses of Parliament have adjourned till Aug. 25 after doing with unprecedented speed an immense amount of emergency work. Complete concord on all great questions was maintained till the adjournment. There were conversations on details, but no partisan contention of any sort, party being almost obliterated even in the House of Commons. Mr. Austen Chamberlain and Mr. Walter Long gave invaluable service in the devising of emergency schemes, and the Leader of the Opposition was taken into the confidence of the Government and almost everything was arranged between the two Front Benches. For the time the Ministry has become a War Ministry, and, having proved its resoluteness and efficiency, it secured the hearty, patriotic support of the Unionists. Even the few Radical and Labour dissentients from Sir Edward Grey's policy confined themselves to protests. The vote of credit for 100 millions sterling, moved by Mr. Asquith in a speech of great eloquence and power, was unanimously agreed to, and the increase of the army by 500,000 men was promptly sanctioned. A considerable number of Bills to deal with financial, industrial, and economic aspects of the situation were rushed through all their stages at brief sittings, one of the most popular being the measure to prevent the unreasonable withholding of food stuffs. Among other highly approved steps were the authorising of the issue of £1 and 10s. bank-notes, and the proclamation of a general moratorium extending to all indebtedness, with a few exceptions. Measures for the relief of distress were adopted, including a Bill to promote housing, so that deficiencies might be supplied and builders employed; and the House paid due regard also to the lot of the wives and children of those who are fighting for the nation. Confidence in the Government was increased by the appointment of Lord Kitchener as Secretary of State for War. There was also much satisfaction with the evidence of administrative efficiency given by Mr. Churchill, who several times was loudly cheered by the Opposition. Regret was expressed at the resignation of Lord Morley and Mr. John Burns, two of the most interesting personalities in the Government; but it was felt that they did well to withdraw when they could not concur in its policy on such a momentous question as the war. There was general approval of the selection of Mr. Runciman, an able administrator, to succeed Mr. Burns at the Board of Trade; and Lord Lucas's promotion to the post of Minister of Agriculture, vacated by Mr. Runciman, also proved popular on account of his practical knowledge.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

E. J. POLGLASE (Clifton).—Your contribution shall have prompt attention.

W. F. MOFFATT (Stroud).—Many thanks. We will notice the work with pleasure, but it must stand over till after the holidays.

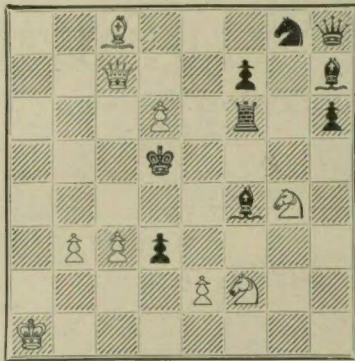
J. M. REEVE.—Without further particulars we cannot trace the problem to which you refer.

SOLUTION OF PROBLEM No. 3662, by J. G. TEMPLER.

WHITE. BLACK.
1. Kt to Q 2nd. Any move
2. Mates accordingly

PROBLEM No. 3665.—By A. M. SPARKE.

BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN LONDON.

Game played in the City of London Chess Club Championship Tourney, between Messrs. W. H. WATTS and H. SAUNDERS.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. S.)	WHITE (Mr. W.)	BLACK (Mr. S.)
1. P to Q 4th	P to Q 4th	15. B to K 2nd	Q to B 2nd
2. Kt to K B 3rd	Kt to K B 3rd	16. P to B 4th	Kt to B 2nd
3. B to B 4th	P to K 3rd	17. Q to R 4th	Kt (K sq) to Q 3rd
4. P to K 3rd	B to Q 3rd		
5. Kt to K 5th	Castles		
6. B to Q 3rd	Q Kt to Q 2nd		
7. Castles	B takes Kt		
8. P takes B	Kt to K sq		
9. Q to K 5th			

The game has gone on other than orthodox lines, but so far with equal results. Here, however, White presses a premature attack, and affords his opponent opportunity for the better development.

9.	P to K Kt 3rd
10. Q to R 6th	P to K B 3rd
11. P takes P	Q takes P
12. Kt to B 3rd	P to B 3rd
13. B to K Kt 5th	Q to B 2nd
14. P to K 4th	Kt to K 4th

15. B to K 2nd
16. P to B 4th
17. Q to R 4th
18. B to Q 3rd
19. P takes Kt
20. P to K Kt 4th
21. K to R sq
22. R to B 6th
23. Kt takes P
24. R takes K P
25. R takes Kt
26. Q to K 3rd
27. B takes R

Black could now win the C Kt P, but he is taking no risks, and later moves show the wisdom of his choice.

The ending is cleverly carried through. It does not much matter what White does in reply.

28. B to Q 3rd
29. P takes Kt
30. P to K Kt 4th
31. K to R sq
32. R to B 6th
33. Kt takes P
34. R takes K P
35. R takes Kt
36. Q to K 3rd
37. B takes R

White resigns.

CORRECT SOLUTION OF PROBLEM No. 3656 received from Ethel W. Corbett (Oregon, U.S.A.); of No. 3657 from C. A. M. (Penang); of No. 3659 from H. A. Selder (Denver, Colo., U.S.A.), and W. Little (Marple); of No. 3660

from J. B. Camara (Madeira), and J. Murray (Quebec); of No. 3661 from J. Verrall (Rothwell), and A. W. Hamilton Gell (Exeter); of No. 3662 from E. A. G. Jinks (Lochee, N.B.), E. P. Stephenson (Llandudno), W. C. D. Smith (Northampton), W. Dittloff Jassens (Apeldoorn), Arthur Perry (Dublin), and F. G. White.

CORRECT SOLUTIONS OF PROBLEM No. 3663 received from F. G. White, H. S. Brandreth (Weybridge), J. Fowler, J. C. Stackhouse (Torquay), A. H. Arthur. (Bath), R. Worters (Canterbury), H. Grassett Baldwin, J. Smart, and J. Dixon.

WILLS AND BEQUESTS.

THE will of MAJOR-GENERAL VILLIERS HATTON, C.B., late Grenadier Guards, of 34, Charles Street, Mayfair, who died on June 18, is proved by Major William de Bathe Hatton, brother, and Joseph J. Morgan, the value of the unsettled estate being £32,332. He gives the Green Standard of the Khalifa taken at the battle of Omdurman, and the plaster statuette of the figure of the Grenadier at Hyde Park Corner, given him by Sir E. Boehm, to the United Service Institution; on the decease of his wife, his books with his own name-plate to Eton College; £500 for the spiritual welfare of Roman Catholic Soldiers of the Brigade of Guards; £500, his personal effects, and £500 per annum, charged on his settled property, to his wife; and £100 to Joseph J. Morgan. The residue of the property he leaves to his wife for life, then for his said brother, with remainder to the eldest son of his niece Nora Fyvala Egerton.

The will of Mr. HENRY THOMAS HOLLOWAY, of 19, Cedars Road, Clapham Common, and The Manor, West Lavington, Wilts, a partner in Holloway Bros., builders, who died on May 8, is proved, and the value of the property sworn at £281,699. Testator gives his 16 management shares in Holloway Bros. to his sons Henry Thomas and Ernest Charles, and his nephews Roland Eveleigh and Herbert John; his ordinary shares to his said two sons; the Market Lavington Brick Works to his son Frank Herbert; £1000, and £3000 per annum during widowhood to his wife; and the residue on various trusts for his children.

The will (dated June 5, 1914) of Mr. EDMUND PAYNE, the well-known actor, of Mimms, West Heath Avenue, Golder's Green, who died on July 15, is proved, and the value of the property sworn at £21,657 10s. 8d. Testator gives £250, and shares in the London and Provincial Bank, Bobby and Co., and Gamage and Co., to his daughter Alice; £1250 and his shares in the Gaiety Theatre to his son Edmund; £1250 to his son Harry; £1500 each to his children Mary, Leslie, and Nora; small legacies to relatives, executors, and servants; and the residue to his wife.

The will (dated Sept. 14, 1888) of MISS KATE ANN FOSTER MORGAN, of 31, Thicket Road, Anerley, who died on May 17, has been proved, the value of the property being £50,405 1s. 11d., all of which she gave to her mother, Mrs. Katherine Morgan, absolutely.

The following important wills have been proved—
Mr. Morgan Bransby Williams, Killay House, near Swansea £54,633
Mr. Eustace Hepburn Barlow, Sigsworth, Pateley Bridge, Yorks, and Hasketon, Woodbridge, Suffolk £48,174
Miss Eliza Bleaymire, Little Campden House, Gloucester Walk, Kensington £46,292
Mr. Thomas Grime, Clifton, Helsby, near Warrington £44,083
Mrs. Sarah Jane Fenn, 35, Eltham Road, Lee £21,771
Mrs. Frances Emma Jacob, Alumhurst Road, Bournemouth £21,693
Mrs. Catherine Carter, Kenton, Torquay £20,352
Sir Thomas William Snagge, K.C.M.G., 17, Cadogan Gardens, Chelsea £2,546

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